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July 1/8, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

JUL 8 1968

MID/YEAR REPORT

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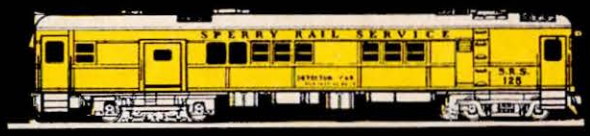

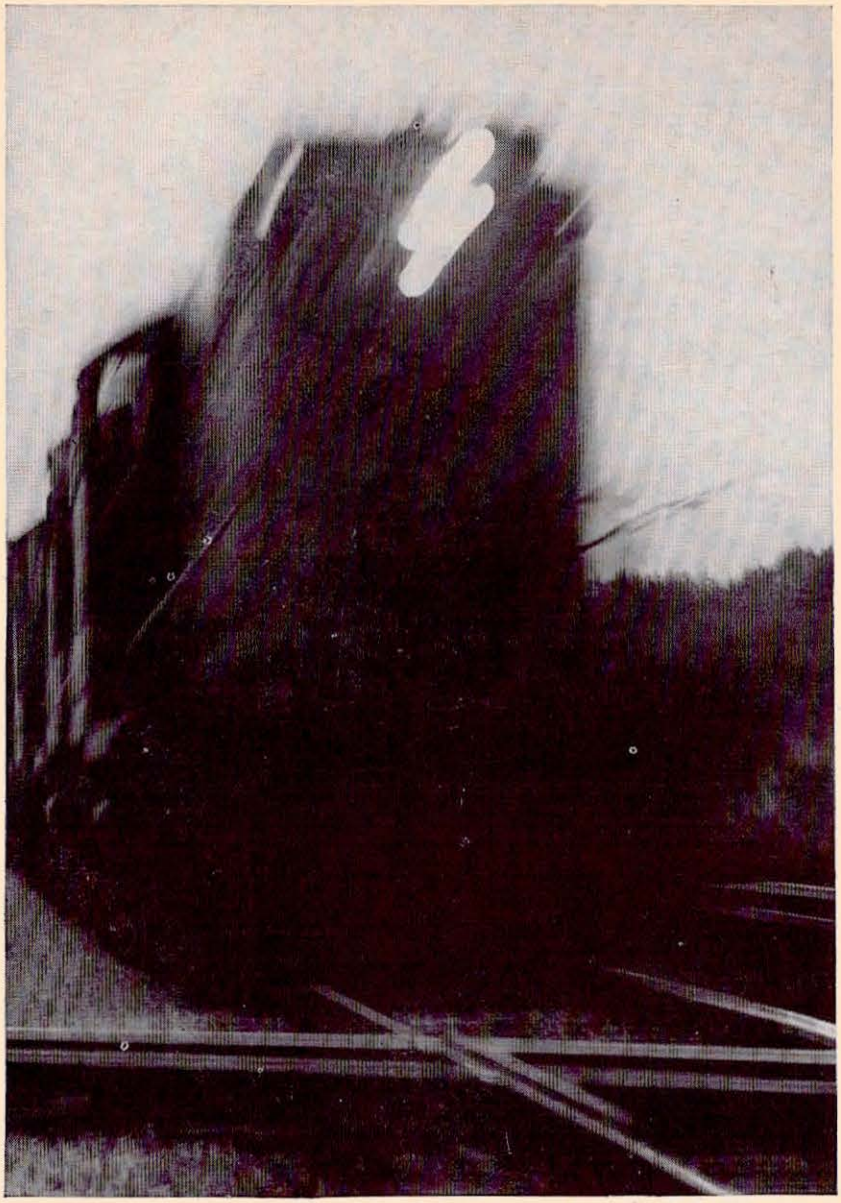

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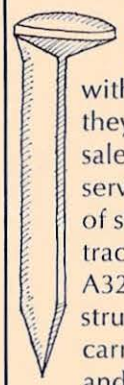

Many emergency orders are filled and on their way within five to eight hours after they have been called into our sales offices. Same swift service on most other types of standard fasteners, too: track bolts, frog bolts, rivets, A325 and A490 high-strength structural bolts, machine bolts, carriage bolts, cap screws, and many more.

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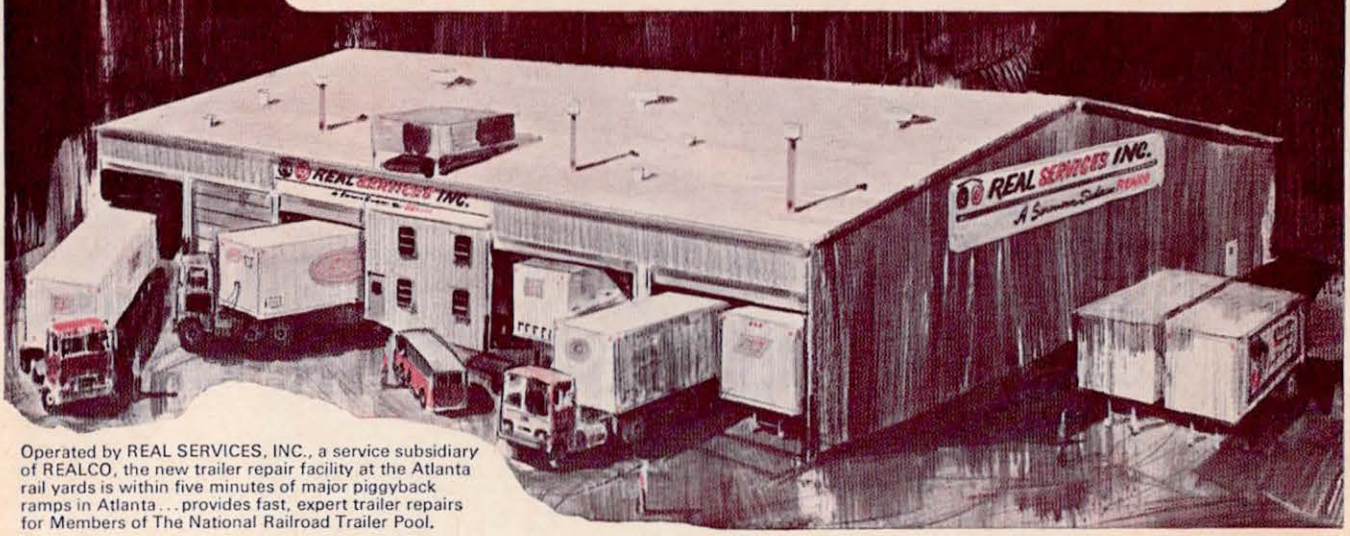
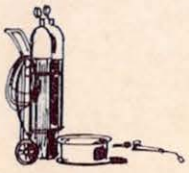
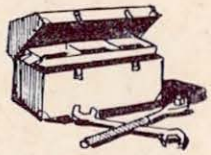


Operated by REAL SERVICES, INC., a service subsidiary of REALCO, the new trailer repair facility at the Atlanta rail yards is within five minutes of major piggyback ramps in Atlanta... provides fast, expert trailer repairs for Members of The National Railroad Trailer Pool.



REPAIRS . . .

Because Pool trailers are repaired and rolling again within a few hours, Members and their shipper customers enjoy the lowest downtime and highest availability factors in the piggyback industry. Many damages are repaired on the spot by the men of the REALCO Mobile Service Unit Fleet. The exclusive Trailer Damage Protection Program absorbs up to $150 for off-car damage regardless of where the repair takes place and without additional cost to Members . . . for the lifetime of the trailer. REALCO trailer repair facilities are fully stocked, equipped and staffed to serve as an important link in carrying out this program now, and as the Pool continues to expand. Also, 342 affiliated or contract garages and service facilities are available for repairs.



MAINTENANCE . . .

To keep the 13,000 Pool Trailers on line and on the go, REALCO carries on a program of maintenance, directed and supervised by regional field maintenance personnel situated where the need for action is...through affiliated and contract service facilities, and the national fleet of company owned Mobile Service Units. Regular maintenance and service are provided at each point of trailer assignment, and at points of movement concentration.

TIRES . . .

Under its exclusive Full Service Program, REALCO arranges for repairs or replacement on any REALCO trailer at no additional cost to Members. REALCO maintains a stock of spare tires at over forty locations . . . absorbs *all* the costs of tires for the entire lifetime of every trailer in the fleet.

IN PIGGYBACK TODAY, *REALCO* SETS THE PACE WITH FULL SERVICE PROGRAM FOR MEMBERS OF THE NATIONAL RAILROAD TRAILER POOL!

Railroads find that REALCO service multiplies the inherent advantages of piggyback . . . because, in the Pool, they receive more real services from REALCO on a nationwide scale than anyone else provides.

REALCO reinvests corporate profits into permanent repair facilities, staffed by full-time experts in trailer care.

REALCO constantly adds to its Mobile Service Unit Fleet, bringing on-the-spot service and repair to damaged trailers in railroad terminals.

In other words, REALCO is totally committed to SERVICE, and spells it out *in writing for every Member!* REALCO invests in quality equipment, then *keeps it that way.*

Phone for Service!

Service is our business. All that a Member has to do is telephone when REALCO trailers are damaged. Then REALCO people move swiftly, from repair bids on through final inspection. It all adds up to REAL SERVICE.

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Circle 3 on coupon page 32

RAILWAY AGE

July 1/8, 1968 • Vol. 165, No. 1

THIS WEEK

15 Will research be broadened?

Mechanical Division meeting casts a sharp glance at the future.

16 Railroads at midyear

Why there are bright spots in the outlook for second-half 1968.

21 Transit at midyear

Transit men's eyes will be riveted on doings along the East Coast.

24 While the U.S. talks, Europe digs

Some highlights of the recent Railway Age transit tour of Europe.

48 Viewpoint—DOT's role: Railroad critic or advocate?

The subject is being debated hotly in the railroad industry.

DEPARTMENTS

26	As the Editor Sees It	41	Railway Market
37	Book Reviews	7	Short and Significant
41	Freight Carloadings	36	Supply Trade
12	Lines on Labor	36	Transit Personnel
8	Monday Morning Report	48	Viewpoint
41	New Equipment	29	Watching Washington
32	New Products Report	11	Week at a Glance
38	People in the News	44	You Ought to Know

. . . AND COMING NEXT WEEK

Installation of welded rail is providing significant m/w economies—and at the same time bringing significant changes in m/w practices. One approach to the laying of welded rail strings, used recently by Seaboard Coast Line, will be outlined in the July 15 issue of Railway Age. A second engineering progress report describes new research efforts, in laboratory and in track, aimed at increasing knowledge of optimum conditions in installation of wood crossties.

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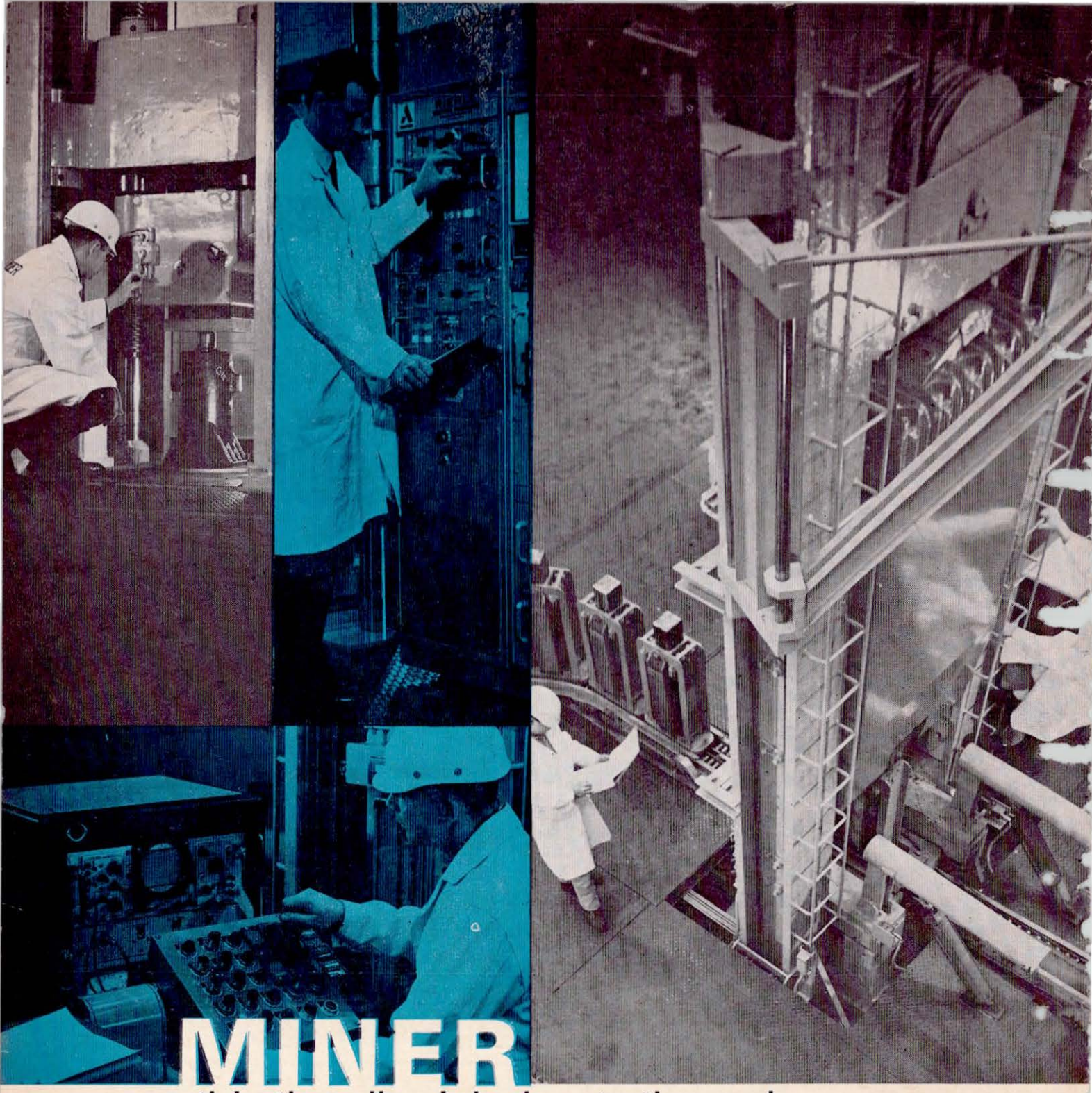

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Circle 4 on coupon page 32

SHORT AND SIGNIFICANT

REA will sell interest in trailer subsidiary

REA directors decided last week to sell "all or a portion" of the company's interest in its subsidiary, REA Leasing Corp., in order to raise working capital. The trailer-leasing subsidiary has gross assets of around $33 million; it owns or operates some 13,000 trailers. REA designated Kuhn Loeb & Co. as financial advisers in the transactions. Simultaneously announced was the election of Ray H. Jordan as president and chief executive officer, succeeding William J. Taylor, who becomes chairman. Jordan, who retired this year as president of the J.C. Penney Co., is one of the three voting trustees of over 99% of the outstanding stock of REA. It was emphasized that the sale of the express agency itself is not being considered.

Carloadings are expected to rise in third quarter

The 13 Regional Shippers Advisory Boards are forecasting a 1.8% increase in railroad freight carloadings for the third quarter over the corresponding period last year. Because of heavier loads per car and a longer average haul, the expected loadings would represent a 5.5% increase in volume in terms of ton miles.

Penn Central to take in big apparel maker

Kayser-Roth, a giant manufacturing operation (119 plants) that turns out a broad range of wearing apparel from Bostonian shoes to Catalina swimsuits, will soon be part of Penn Central. Kayser-Roth earned $12.5 million in fiscal year 1967 on sales of $377.4 million. Under the exchange agreement, Kayser-Roth stockholders will receive two shares of Pennsylvania Company preferred for each 5.2 shares of Kayser-Roth common.

Sic transit gloria: Univac I to the junkyard

Once she was the queen of computers, Great Northern's Univac I. Now, as GN puts it, "she has been dethroned and is destined for an inelegant end atop a rusting pile of metal" at a St. Paul scrapyard. Installed in 1957, Univac I was a marvel—capable of doing 1,905 additions or subtractions per second, or 465 multiplications or 257 divisions, or 2,740 comparisons. Newer computers such as Univac III, Univac 418 and IBM 360, GN points out, perform the functions 20 times as fast, store far more data in their memory units and require far less space and power input. As GN sums it up, Univac I's phaseout "underscores the fleetingness of fame and the penalties of obsolescence."

Fare collection contract at BART goes to IBM

IBM has won a $4.9 million contract from the San Francisco Bay Rapid Transit District for an automatic fare collection system for 33 stations on the 75-mile rail network. Elements of the system will include self-service ticket vending machines, electronic change making devices and passenger gates which can automatically tabulate and subtract fares from a magnetically coded ticket. Other bidders were General Electric, with a minimum figure of $8.9 million; and Advanced Data Systems Division of Litton Industries, with a bid of $20 million. Under terms of the contract, IBM will supply 96 ticket vending machines, 181 passenger gates, 119 money-changing devices, 44 agents' ticket-reading machines, and 47 "Addfare" machines which permit a passenger to increase the value of his ticket by inserting coins. IBM will also maintain the fare-collecting equipment for up to two years after BART begins operation.

Keller retires as AAR's research head

William M. Keller, vice president—research of the Association of American Railroads since 1958, retired effective July 1. No successor had been named as of last week. Keller, who will be 67 on August 29, began his railroad career as an apprentice at the Pennsylvania's Altoona Works in 1919. He joined the AAR in 1952 as director of mechanical research.

MONDAY MORNING REPORT

ICC WANTS NEW PASSENGER POLICY

The ICC is tired of catching hell for implementing the unpopular Congressional policy on railroad passenger service. That's about what the Commission says in a report supporting its recent recommendation (RA, June 10, p.68) that interested Congressional committees might well consider the need for a new approach. As the Commission sees it, the "prevailing" federal policy on railroad passenger service is that embodied in the Interstate Commerce Act's Section 13a, the train-off provisions which were added by the 1958 Transportation Act.

EXCEPTIONS DON'T CHANGE TRAIN-OFF'S IMPACT

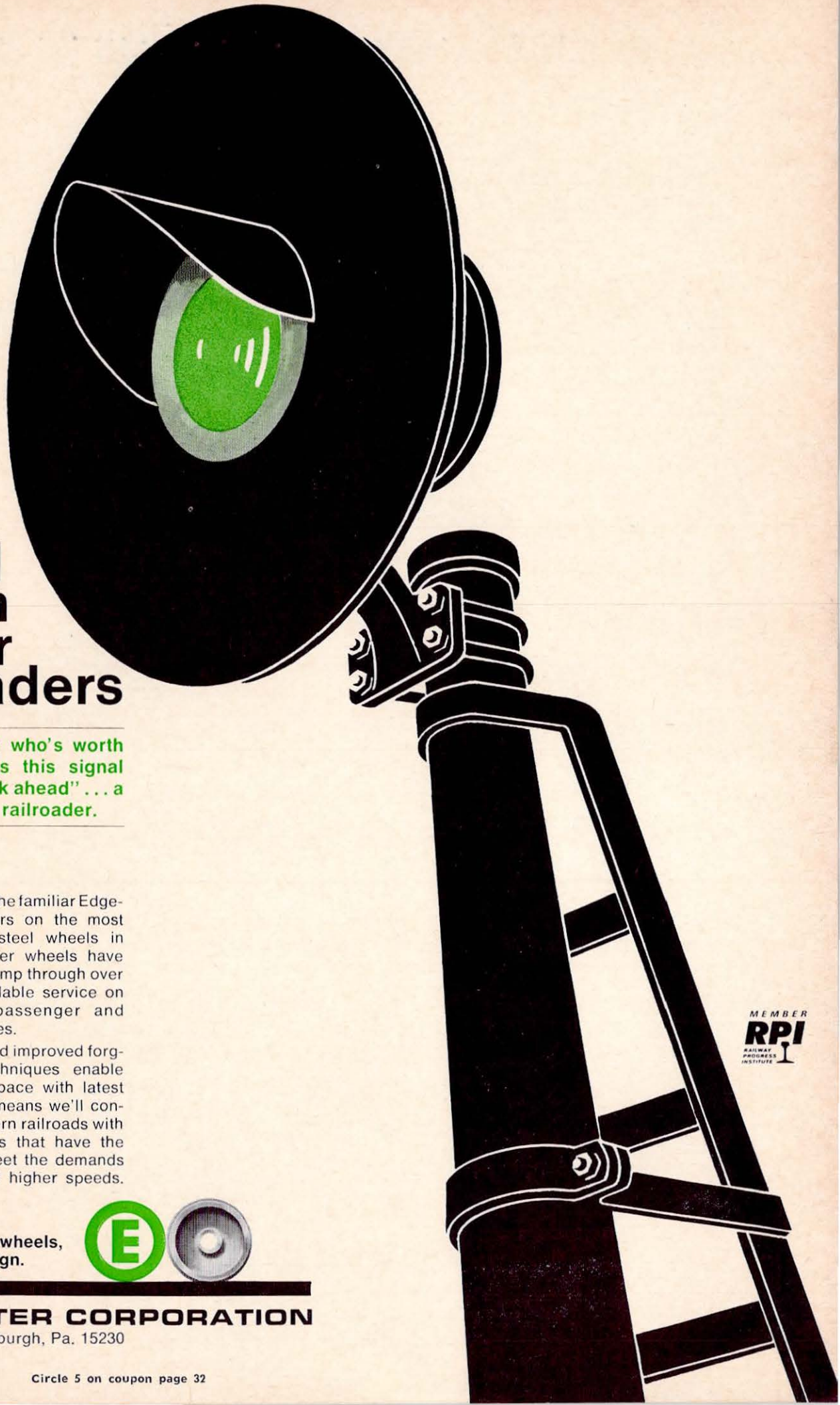
The Commission sees it that way despite the governmental interest in the Northeast Corridor demonstrations and commutation services. "Section 13a," the report says, "pervades the entire passenger field, for regardless of any passenger-train projects undertaken, if a carrier elects to invoke the Commission's jurisdiction under Section 13a, the Commission must necessarily appraise the case under the criteria of that statute. . . . The purpose of Section 13a was remedial, it was a first-aid measure intended for the relief of railroads." The result was to speed up "the already existing trend of declining railroad service," but the Commission does not think "wholesale collapse" of all non-corridor intercity service is imminent. It does warn, however, that "the prognosis is grave—fatal in some areas."

WHAT THE COMMISSION WANTS

Interested Congressional committees are Commerce of the Senate and Interstate and Foreign Commerce of the House. The Commission wants them to initiate "a comprehensive study on the need for a National Rail Passenger System and methods for developing a modern rail network if such a system is desirable." The Commission also suggests an alternative plan whereby a like study would be made by the Department of Transportation with ICC assistance.

STUART SAUNDERS SAID IT, TOO

The Commission's study proposal is similar to that made recently by Chairman Stuart T. Saunders of Penn Central. He advocated a Congressional review of railroad passenger service—or a similar investigation of the problem by a National Railroad Passenger Council with representatives of the public, the railroads and interested government agencies. The Railway Labor Exectutives' Association adopted a resolution hailing the Commission and Saunders proposals. There was no comment from the AAR.



a good sign for railroaders

Any railroad man who's worth his ballast knows this signal means "clear track ahead" . . . a good sign for any railroader.

Another good sign is the familiar Edgewater (E) that appears on the most respected wrought steel wheels in railroading. Edgewater wheels have earned the quality stamp through over fifty years of dependable service on locomotives and passenger and freight cars of all types.

Constant research and improved forging and rolling techniques enable Edgewater to keep pace with latest developments. This means we'll continue to provide modern railroads with wrought steel wheels that have the added stamina to meet the demands of heavier loads and higher speeds.

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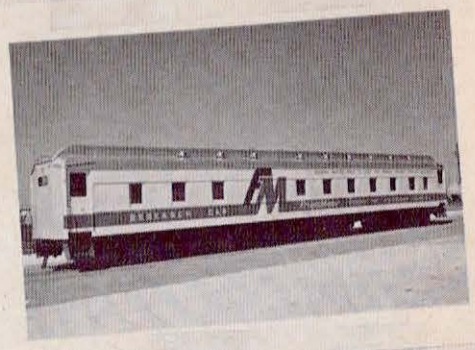

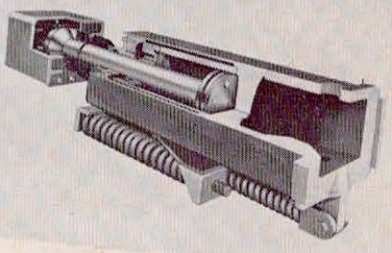

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Now, there are more and more cars on the right track — all FreightMaster equipped. In fact, over 30,000 cars have switched from the rough and tumble of uncushioned freight transport to the safer, smoother ride that FreightMaster provides.

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Every FreightMaster unit built today comes with a lot of homework behind it. Homework that's tempered and improved by our exclusive decade of experience with end-of-car cushioning equipment. With our ten year head start, johnny-come-lately cushioning devices just can't begin to match up to FreightMaster's experience and proven performance. Profit from our experience. Install FreightMaster cushioning equipment. And earn yourself a straight A report card.

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RAILWAY AGE
THE TRANSPORTATION WEEKLY
July 1/8, 1968

WEEK AT A GLANCE

A week of mergers: N&W gets the D&H, C&NW gets CGW

Heeding the paraphrased advice to "go western, young man," managements of the Delaware & Hudson and the Chicago Great Western did just that last week. On July 1, the D&H became part of the Norfolk & Western system, and the CGW was merged into the Chicago & North Western.

The D&H now joins the Erie Lackawanna in the N&W system, the second road to be included under the 1967 ICC order directing N&W to include three eastern roads.

Since the mid 1950s, Chicago & North Western rail operations have been growing—but the merger that took place July 1, is perhaps the most significant yet, marking the real beginnings of the regional system which North Western hopes to put together. Yet to be decided are proposals which would tie Milwaukee and Rock Island into the system. As mergers go, C&NW/CGW is not a big one. But it offers C&NW entry into Kansas City and it provides opportunity for elimination of duplicate facilities at many points.

More railroads make plans for a U.S. rail landbridge

Santa Fe and Penn Central propose a landbridge on a trainload, multiple-trip basis. Union Pacific and Norfolk & Western want to start more modestly, and right away, with a plan involving a declining rate scale as volume increases. Now, Northern Pacific comes through with a proposal along the lines of the UP-N&W plan, which would create an NP-Burlington-N&W-Western Maryland bridge between the West Coast ports of Seattle, Tacoma, Longview and Vancouver, Wash., and Portland, Ore., and the East Coast ports of Portsmouth and Norfolk, Va., and Baltimore. NP Vice President-Traffic E. M. Stevenson says his road has already developed a substantial flow of containerized traffic between Far East ports and central and eastern U.S. cities, and has recently originated containerized movements from on-line points for European destinations.

NY's Grand Central: Can You Top This?

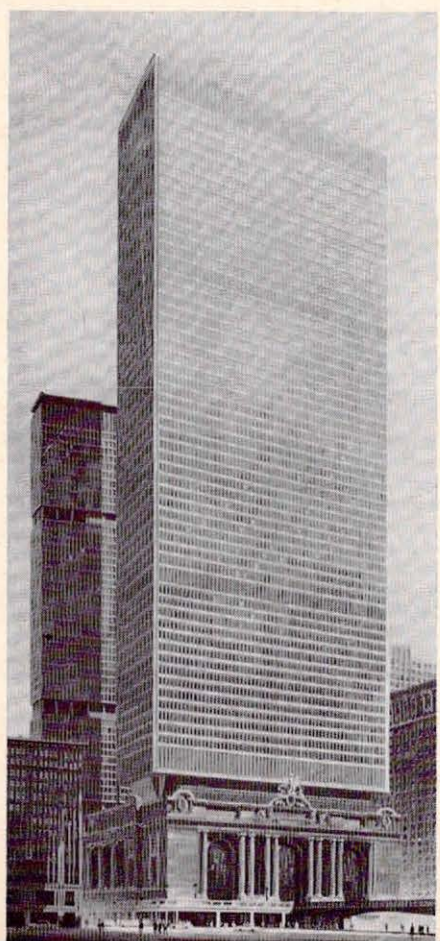
New York's famed Grand Central Terminal (photo) will become the base for a 55-story office building that will provide working space for a population of 12,000 people.

The $100-million skyscraper will be supported solely by a central spine that will serve as a core for a bank of 52 elevators. Construction is expected to take about 30 months.

Air rights have been leased from Penn Central for 50 years by UGP Properties, Inc.

The new building, to be erected just south of the existing Pan Am Building, will straddle the existing terminal.

Developers said the building is being planned with proposed transportation improvements in mind: a subway under Second Avenue, a mid-town terminal for the Long Island under Third Avenue near 48th Street, and a crosstown subway from Queens under 63d Street.



Mediation sought in BLF&E dispute

The fireman-manning issue is headed for mediation—on a national basis. Early in June, the Brotherhood of Locomotive Firemen & Enginemen sought to invoke the services of the National Mediation Board only on Norfolk & Western. The National Railway Labor Conference immediately called on the NMB to come in on an over-all basis. Then, after three days of talks between carrier and union representatives, a joint letter went off to the NMB, suggesting that the parties agreed that "progression of resolution of this dispute . . . would be expedited by your acceptance of jurisdiction in accordance with the carriers' invocation of June 6, 1968, and assigning a mediator in connection therewith."

GUS WELTY

LINES ON LABOR

IT'S NEVER EASY for the people who run an enterprise to recommend drastic changes in its organization. But George Leighty is recommending just such changes. And if delegates will be acquired if the plan is to survive. And TCEU's Union convention follow the leadership of their president and most of his top officers, TCEU is heading into merger with the Brotherhood of Railway and Airline Clerks.

TCEU'S CONVENTION opens July 8 in St. Louis. Without much doubt, there will be hot discussion before the proposal goes to a vote. Leighty, the union's grand secretary-treasurer and eight of 10 vice presidents are on record in favor of the BRAC amalgamation. But a two-thirds vote of the delegates will be required if the plan is to survive. And TCEU's first vice president, D. A. Bobo, strongly opposes it.

"SPUTTERING" is perhaps the best descriptive term to apply to the merger movement among the brotherhoods generally. Unions have been slow to react to changing times. They continue to move slowly, perhaps ultra-cautiously. They seem to revere old rivalries more that they recognize new needs. Even with all the regulatory and judicial delays they've suffered, railroad managements have done a far better job of restructuring than have the organizations.

STILL AND ALL, change is taking place. It was just four years ago that TCEU convention delegates overwhelmingly rejected a proposal which would have gone no farther than to initiate contact and a unification study with BRAC. Now, a firm agreement has been worked out and it has won the support of most of TCEU's leaders.

TCEU DELEGATES, by the way, will be a well-educated group by the time they cast their ballots. TCEU has done an excellent job of laying details of the proposed merger before all union members, via the bi-monthly "Trans-Communicator" magazine. The current issue even includes a postcard ballot which members may use to indicate their aye or nay. The mail vote won't be binding, but the results will be made available to the delegates for their information.

IT'S NO SECRET that BRAC President Les Dennis is a strong advocate of consolidation. Last year, he noted more than a half-dozen specific merger possibilities involving BRAC (RA, Sept. 25, 1967, p. 29). Now it's up to TCEU to decide whether BRAC+TCEU is more than just a possibility.

Penn Central plans a $26-million yard at Columbus

Railroad capital spending in '68 got a $26 million boost last week with the announcement by Penn Central that a huge electronic freight classification yard will be built at Columbus, Ohio.

(So far as 1968 capital spending goes, railroad industrywide, the Department of Commerce's latest forecast pegs spending this year at $1.44 billion—an upward revision of its earlier estimate of $1.27 billion. If the $1.44 figure is reached, it will be the fourth highest spending year for the industry.)

The P-C yard, to be constructed as part of a $300-million spending program planned for this year by Penn Central will have 95 miles of track and space for 5,000 cars on its 460 acres. According to P-C President Alfred E. Perlman it will be equipped with the latest computers and high-speed communications, providing a 40-track classification section for outbound trains (which can be expanded to 70 tracks), a 10-track receiving yard, 8 departure tracks, diesel engine shops, car repair shops and a car cleaning track. A 400-car auxiliary yard for serving local industry local industry will be built adjacent to the main yard.

Strikes headed off, by settlement and by government

U.S. railroads and the Brotherhood of Railroad Trainmen stepped away from a potentially-explosive situation late last month with tentative agreement on a wage-rules dispute. And in Canada, the government stepped in to bar a strike by the Brotherhood of Locomotive Firemen & Enginemen against Canadian National and Canadian Pacific. In the U.S. case, no strike had been called, but union committees had voted to authorize one. Tentative agreement on the contract—which is believed to follow generally the pattern set in earlier settlements with non-op unions—came just about 24 hours before the parties would have been free to act. In the Canadian case, the BLF&E planned to strike to back demands for wage increases called for in a conciliation board report. But the government threw a block on the walkout and ordered conciliators back in.

BREAKTHROUGH AT ETOBICOKE

With the breaking of symbolic barriers, Toronto extended its subway both westward and eastward, into the two big suburban boroughs of Etobicoke and Scarborough.

With these new 6 miles, Toronto has now put over 21 miles of subway into service since 1949. Fast, clean, rail transit has been a key factor in helping Metropolitan Toronto handle its 59% population growth since 1953.

Traffic on the new additions, as well as on Toronto's entire east-west line, is protected and expedited by GRS signal and control systems. From this underground command center in downtown Toronto, an electronic control network reaches out to keep the subway service continuously responsive to changing traffic demands.

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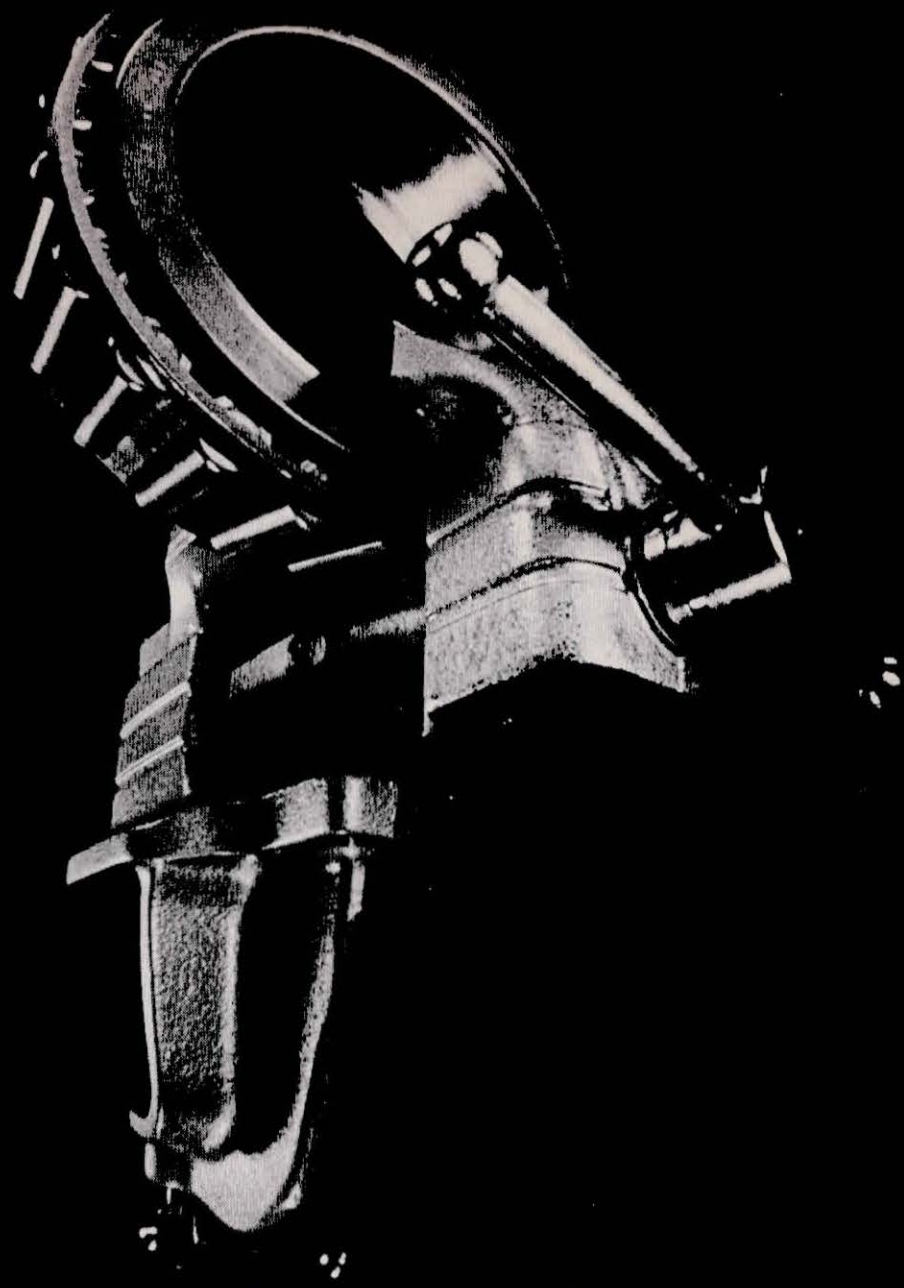

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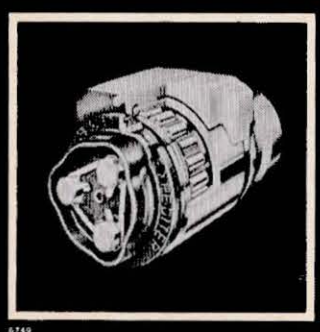

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Will research be broadened?

AAR Mechanical Division told that recent equipment development has produced new problems.

Is the railroad industry's research philosophy too pedestrian—too far from the "think tank" processes which characterize so much of today's technological advancement? AAR President Thomas M. Goodfellow raised this question at last month's meeting of the AAR Mechanical Division and then announced his latest assignment for AAR Research Advisory Council: Come up with a program that will help railroads play their proper role in the Space Age.

Goodfellow expressed concern about the industry's possible overemphasis on past accomplishments and a lack of "technological foresight" in its research. And, he said, "if there's a lag between zooming technological progress and present railroad personnel, let's close the gap by attracting the bright, young technical minds we need for the future."

● **Image problem.** Today's passenger service, the drabness of most of the railroad plant, employee attitudes, abrasive labor-management relations and distrust of railroad motives all contribute to an unfortunate public image which railroad mechanical officers, according to Goodfellow, could do much to change. He stressed, however, that gaining public respect and confidence is an industrywide challenge and that "earnings depend on customers and gaining customers depends on our public image."

● **Increasing intricacy.** Yesterday's mechanical problems have been replaced by new ones of increasing intricacy, observed W. M. Keller, retiring AAR vice president—research. He pointed out that the increasing variety of types and sizes of freight cars are a factor in the increasingly complex problems confronting mechanical departments. And while construction of today's equipment is superior to that of its predecessors, the tools and shop facilities surpass those available in the past, and record handling has improved, while surveys of repair activities will show that the average car is on a shop track at least annually. This at a time when the minimum mandatory servicing interval—repacking of plain bearing journal boxes—is 2½ years.

Keller observed that obviously all problems have not been solved. He concluded that a major one is arousing a new interest in and understanding of the complex problems of today's rolling stock on the part of first-line supervisors and inspectors. He urged that educational efforts aimed at these men be undertaken.

● **The safety problem.** Prime purpose of the current reorganization of the Department of Transportation's Bureau of Railroad Safety was described by the new director, Mac E. Rogers, as trying to continue "to improve the railroad safety situation so that rail will continue to be the safest of all modes of transport."

The revamping, according to Rogers, will enable the Bureau "to increase its accident investigation activities, and analyze current regulations with a view to bringing them into line with modern management concepts and technological developments." He observed that just as railroads need better training of operating and maintenance personnel, the Bureau also needs better trained inspectors and staff members.

Rogers expressed dissatisfaction with the increasing number of derailments. Over 70% of those occurring in 1966 were caused by equipment or track defects which are outside the present jurisdiction of DOT. This has been a major factor in DOT's seeking expanded jurisdiction in rail safety matters. He cited current and contemplated DOT research projects which the Bureau "feels vital to improved safety conditions:"

—Rail-highway grade crossing technology;

—Fully automatic car couplers;

—Radio communications safety problems in rail operation;

—New rail: accident statistical procedures;

—Preliminary study of track maintenance standards and criteria.

He promised that the Bureau of Safety intends to work closely with the Mechanical Division where mutual efforts should improve safety. He cited a current modification of the Power Brake Law of 1958 being investigated with the Mechanical Division's Brake Committee which, he said, might well be justified on the basis of added experience and new technology. Any system of regulation and enforcement, said Rogers, will be constructed so that it "can improve over-all efficiency of our railroad system as it improves its safety performance."

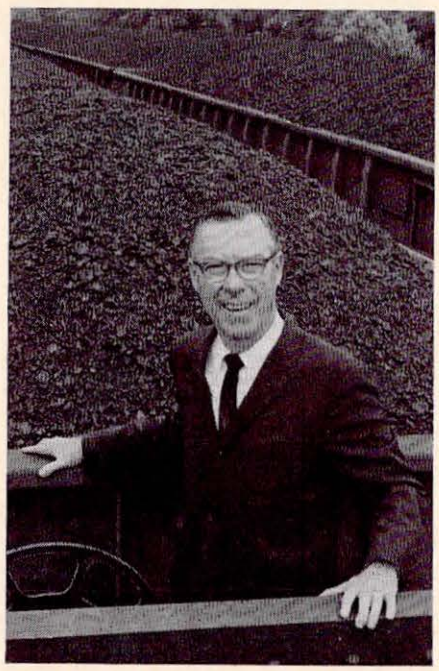
● **Causes and cures are complex.** R. R. Manion, AAR vice president—operations and maintenance, expressed confidence that, without government direction, railroads could reverse their worsening accident rate, which he conceded has increased sharply in recent years. "The causes and cures are multiple and complex—and that's why we have a lot of work to do merely to catch up with progress that's already been made in the areas of equipment and operational practices," observed Manion.

While the leading cause of derailments for many years has been, and still is, failures in equipment, derailments increased at a lower rate (22½%) than other categories between 1961 and 1966. Way and structure failures were up 140% in this same interval—"extremely high because it started from a rather low base," commented Manion. "It indicates quite clearly that our maintenance procedures and track and roadbed programs have not kept pace with operational developments."

Employee negligence derailments increased 68% in the 1961-1966 period, a reason for reassesing safety and training programs, according to Manion.

Manion cited derailments encountered with new cars which are extra-long or have high centers of gravity. He pointed out that old equipment is proving par-

(Continued on page 34)



C. A. LOVE, Louisville & Nashville chief mechanical officer, is chairman of the Mechanical Division for 1969-1970.

WHERE WE ARE . . .

	First half		Trend	
Carloadings	1968	14,013,000	Up	28,200,000*
	1967	14,050,000		28,049,541**
Revenue ton-miles	1968	374.8 billion	Up	760.0 billion*
	1967	361.2 billion		719,396,525,000**
TOFC loadings	1968	645,247	Up	1.3 million*
	1967	584,221		1,207,242**
Gross revenues	1968	$5.3 billion	Up	$10.7 billion*
	1967	$5.1 billion		$10,366,041,000**
Operating expenses	1968	$4.2 billion	Up	$8.5 billion*
	1967	$4.1 billion		$8,203,287,000**
Net income (ordinary)	1968	$280 million	Steady	$555 million*
	1967	$264 million		$554,741,000**
Capital expenditures	1968	$772 million	Down	$1.4 billion*
	1967	$650 million		$1,522,087,000**

*Projected
**Actual

. . . AND WHERE WE'RE GOING

- **A record year, in terms of ton-miles and gross revenues, appears to be shaping up.**
- **Capital spending will rise, but profits will remain low as expenses outpace income.**

By GUS WELTY

It is entirely possible that U.S. railroads this year will reach new-record highs in transportation output and revenue input.

It is also entirely possible that the added rewards for this kind of performance will be measured, relatively, more in dimes than in dollars.

Definitely, there are bright spots in the outlook for second-half '68. Service output, measured in revenue ton-miles, is running well ahead of last year's pace. It is even out ahead of 1966 performance—and '66 is the current top year on the ton-mile scale. On the revenue side, the story of '68 is also one of improvement. With continued traffic improvement and with the effects of successive freight-rate increases in 1967 and '68, the industry could surpass the $10.6-billion gross-revenue level reached in 1953 and almost equaled in '66.

That's the bright side—and there is also a side that is not so bright. Total operating expenses may wind up just like total revenues—at an all-time high. During the Ex Parte 259 rate hearings, railroad witnesses estimated that the industry faces cost increases amounting to almost $530 million annually, including wage boosts which became effective July 1. The requested freight-rate increases would have produced only about $460 million in additional revenues—and, of course, the ICC did not grant the industry's full request. The increase which was approved, 3% subject to certain limitations, may add no more than about $250 million to gross.

● **1968: Repeat of '67?** For these reasons, among others, forecasts on 1968 results are cautiously phrased. There is a strong suspicion that the line-at-the-bottom—labeled "ordinary income"—may look much like the bottom line from 1967. The experts today just don't see much chance for improvement over last year's $555-million income figure.

In terms of long-range considerations, a couple of additional items deserve a look. One involves industry improvement programs. The other deals with the industry's total participation in the business of transportation.

Capital spending nosedived in 1967 from the record high of '66, and it is sliding downward again this year. Few top railroad officers see much hope for an upturn before the end of the year—but there does seem to be a better-than-fair prospect for a spending pickup in 1969.

Railroad participation in the transportation marketplace is something else again. Final figures on 1967 were not encouraging. On a ton-mile basis, railroads lost ground after staying even, competitively, for several years. On a revenue-share basis, the decline is even more marked—and probably even more significant. Railroads last year pulled in only 24% of the dollars spent for intercity freight transportation. Ten years earlier, they were getting 32% of the pie.

Federal Railroad Administrator A. Scheffer Lang puts the problem in stark terms: "The message is inescapable. Railroads are being squeezed out of the market for transportation. Or, to be more explicit, the economy is devoting less and less of its freight-transportation dollars to the purchase of railroad transportation. That is, the railroad product is becoming less and less attractive to the market as a whole."

● **Thoughts at the top.** What are the industry's chief executives thinking, with two quarters of '68 behind them and two yet to go? Not surprisingly, they are thinking of wage and price increases, of tight money and the tax surcharge, of labor problems in several key industries including steel and coal, of the effects of the rate increases and, perhaps, of upcoming changes on the political scene. They are deeply concerned about movement patterns in certain commodities—key commodities which, for some roads, can make or break a year.

Over-all, the certainties are few, the uncertainties many. As the president of one major road told Railway Age, "your request for our comments indicates that you wonder whether anyone can really forecast trends in the industry during the remainder of the year. I'm glad you recognize limitations of prophecy which I feel personally."

Essentially, curiosity about what's ahead might be summed up in three question areas:

—Do the traffic increases of recent weeks represent a trend that is likely to continue through '68?

—Based on present revenue/expense forecasts, what are the prospects for an improvment in income?

—What is the outlook for a stepup in railroad improvement programs?

● **The "if" factor.** Answers indicate no real consensus, so far as income levels are concerned. But there is general agreement that traffic will be up, revenues will be up—*if* the steel industry can get through the year without major labor difficulties and, for granger lines, if grain moves in hoped-for volume.

One of the most optimistic forecasts comes from the Northwest, from Great Northern President John M. Budd. Recent traffic increases, he believes, do represent a trend—and at this point "I look for net income to be up about 25% from the unusually-low level of 1967, though it will still be well below 1965-66 levels."

Northern Pacific President Louis W. Menk, like many chief executives, does his crystal-balling with one eye on the steel industry. But there are other factors equally as important to NP: "Our results for the rest of the year are pretty much dependent on the movement of lumber and grain. If housing starts and construction move ahead, as I believe they will, this will reflect favorably on our revenues. Then too, much of the wheat harvested last year is still in storage in local elevators and in interior locations. A good crop this year could almost force movement of some of the stored wheat, and this would materially benefit our revenues."

NP's current freight-revenue estimate for the year stands at about $192 million. That represents a 7.4% increase from 1967 revenue totals—and it does not take into consideration increases coming from application of new rate increases. On a net-income basis, NP came through first-half 1968 with an increase of more than 35%. Net for the second half will be down, largely because of a non-recurring tax-credit situation affecting 1967-68 compari-

sons. But, says Menk, "we're hopeful that over-all results for 1968 will be better than those for '67."

● **The view from Chicago.** Moving south through the Midwest, optimism is a bit less pronounced.

Burlington President William J. Quinn, for example, looks for a slight increase in carloadings by the end of the year, "with the final quarter providing the strength lacking in the previous nine months." Although other loadings have been heading up, he notes, "grain loadings remain markedly depressed. A granger road like Burlington, whose grain loadings constitute a major source of revenues, must make substantial gains in other traffic categories to offset losses in grain—and we have not quite been able to do this. Present indications are that net income for '68 will be slightly less than for 1967."

Across the street, in Chicago Union Station, Milwaukee President C. E. Crippen is also looking hard at the grain situation. Loadings, he points out, "have been severely depressed thus far in '68. Storage conditions in our territory indicate the need for a substantial second-half movement. This could be enoungh to produce an earnings improvement or, in any event to offset decreases in other commodity groups." Milwaukee, Crippen says, is keenly aware of several danger signs: "Business attributable to steel stockpiling may decline, with or without a strike. Lumber and other building-material loadings could suffer from a housing turndown caused by a shortage of mortgage funds. A tax increase could have a significant dampening effect on the economy. But, if our concern in these areas turns out to be unwarranted, and if grain loadings come up to expectations, a modest earnings improvement does seem possible."

Across town, in Chicago's LaSalle Street Station, Rock Island Chairman and President Jervis Langdon, Jr., also takes a hopeful slant. The recent traffic increase, he says, has been gratifying—but "its continuation is clouded by the possibility of strikes and by the economic uncertainties arising out of the tax surcharge. And it will not of itself restore railroad earnings to a satisfactory level. In the case of Rock Island, the trend, to be significant, must extend to the recapture of at least 80% of the grain traffic lost last year—and it's too early to tell whether our new rates will produce this result." How about profit-and-loss? Current projections, Langdon says, "indicate a substantial reduction in the $16.1-million loss which Rock Island sustained last year."

● **Optimism—in a way.** A certain optimism can also be seen in at least two other railroad general offices in Chicago—at Chicago & North Western and at Illinois Central.

Now that the ICC has indicated approval of an interim maximum 3% rate increase, says C&NW President Larry S. Provo, "I believe there will be an improvement in the North Western's net income for 1968. The extent of the improvement will be influenced significantly by the volume of grain moving and also by additional wage increases that may be granted. Economies effected as a result of the Chicago Great Western merger—scheduled to be effective July 1—will also be important."

IC President William B. Johnson confesses that "trying to view '68 from the middle is an exasperating chore. But since you ask, here's how things look to me: Do traffic increases of the past month add up to a trend for the second half? As one of my associates says, it takes more than a couple of weeks to add up to a trend. Many factors affect the level of general economic conditions. My own feeling is that the traffic upsurge of recent weeks has not particularly been caused by inventory accumulation. It could very well be signaling a higher level of over-all economic activity. Barring a steel strike or a railroad strike and assuming an expected upsurge in IC's coal traffic during the second half, I expect an improvement in second-half traffic over that of the second half of '67. We're estimating this increase to be somewhere around 3% or 4%.

"What are net-income prospects? That's a tough one. We are looking for a second-half increase in carloadings, tonnage and revenue. But, our expenses have gone up as we anticipated in our Ex Parte 259 testimony. The result? We hope to equal or better the railroad's net income this year as compared with '67—but, frankly, it will be a tough job. As for IC Industries, because of real-estate transactions, net should be greater in '68—by perhaps 10%—than in '67."

● **Positives—and negatives.** Elsewhere in the West, the outlook is mixed. Frisco President Jack E. Gilliland is anticipating that 1968 income will compare favorably with '67 results. But "there are too many uncertainties lurking in the shadows at this time to make any real predictions of things to come during the second half." Missouri Pacific President Downing B. Jenks also tries to balance uncertainties: "On the positive side, this year's wheat crop is forecast at record levels and initial movements have been good in our territory. But on the negative side, the threat of a steel strike remains. And if one should occur, it would mean a sharp loss of traffic in the steel and related industries."

MoPac's hope is to wind up with an ordinary-income figure about equal to that posted last year—but that hope was based in part upon the industry's receiving the rate increases it had requested.

Two other westerners, Union Pacific President Edd H. Bailey and Rio Grande President G. B. Aydelott, are less than enthusiastic about over-all prospects. Bailey says UP is predicting "a modest increase in freight traffic for the last six months of 1968 as compared with the corresponding period in 1967." But, he adds, "based upon our present revenue/expense forecasts, we predict a lower net income for 1968—with a squeezing of profits due to disabilities and unfavorable factors such as increases in wages, payroll taxes, fringe-benefit costs and material prices."

● **Spotlight on handicaps.** Rio Grande's Aydelott points out that "performance in the first six months of 1968 emphasizes the handicaps in the path of railroad progress. Freight revenues are up by about 3% over the same period in 1967—while net earnings continue to fall farther behind those of most other industries. It's plain that the modest rate increase allowed by the ICC last year has helped only by slowing down the rate of diminishment of profits in the face of higher-

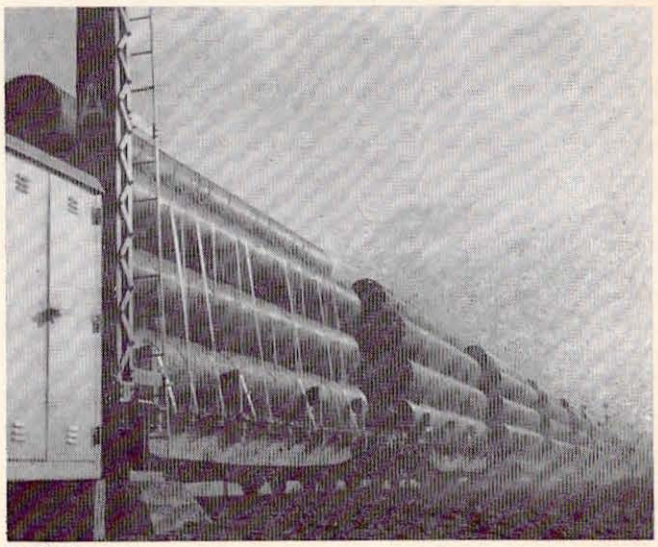
PIGGYBACK HOGS THE RECORDS

If there's one certainty in an otherwise uncertain year, it's this: TOFC/COFC traffic will reach new-record highs, with total carloadings now estimated at 1.3 million plus.

GRAIN

FOUR COMMODITIES THAT PAY THE FREIGHT

When the books are closed on 1968, railroad men will know for sure what they can only guess at today—and a lot of the guessing revolves around these four commodities, grain, lumber, steel and automobiles and parts. If they move as railroads hope they will, '68 could be more than just an average year. If they don't, then it's "wait till '69."



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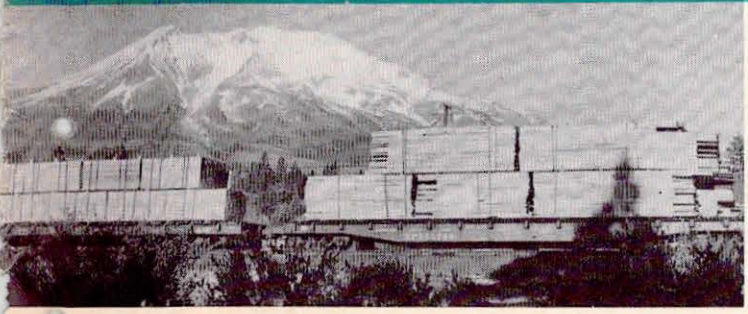


AUTOMOBILES AND PARTS

SPENDING: DOWN BUT NOT OUT

Railroad capital spending has been down this year—but that's not to say that vital projects aren't being pushed forward. One of the biggest fixed-property improvement projects of '68 belongs to Santa Fe—construction of a new hump yard at Argentine, Kan., near Kansas City, at a total cost of about $12 million.

than-ever costs of labor, equipment and materials."

So far as Rio is concerned, "indications are that the recent strength in traffic volume is largely due to steel stockpiling. Therefore, the gain may represent nothing more than business borrowed from the future. Whether or not there is a steel strike, we expect a decline in volume in the second half, as compared with that which would normally be expected. However, revenues in the second half of 1967 were depressed by the copper strike, so we believe gross results for this period of 1968 will exceed those of last year—again, if a steel strike can be averted. If there is any gain in net income in 1968, it will be minimal."

● **Meanwhile, farther east. . .** Mixed emotions also turn up in the industrialized East and in the Southeast. The "if" factor is strong. And the worries about cost increases are great.

Gregory S. DeVine, president of Chesapeake & Ohio/Baltimore & Ohio, notes that C&O/B&O traffic volumes and revenues "have been strong during the second quarter of this year vis-a-vis the second quarter of 1967. As you may remember, however, the low point in 1967's general business activity came in the second quarter, and this fact should be kept in mind in evaluating the strength or improvement in 1968 results. Additionally, we are currently handling very high levels of steel movements as the build-up continues in anticipation of the labor-contract deadline.

"The big question mark for the last half of 1968 is, of course, the steel industry. Even if a labor interruption is avoided, production will be curtailed. Also, the coal industry labor agreement that expires Sept. 30 raises more problems when we try to project traffic volumes and revenues for the last six months of the year."

DeVine also believes that business production will continue to improve through the rest of 1968, "though at a slower pace than we have witnessed so far. The surtax will provide us with a much stronger fiscal base—but it will surely alter activity levels."

At this point, C&O/B&O's president says, "our crystal ball tells us that 1968 revenues will be above those achieved last year. At the same time, however, it also tells us that expenses are reacting to inflationary pressures and they are rising. Even with our continuing cost-reduction efforts, we have been able to offset only a portion of the wage increases granted so far, and there are more to come.

"Although the recently-granted interim rate increase will be a plus, the uncertainties surrounding the steel industry's labor negotiations, the coal industry's labor contracts and the tax surcharge make the second half of '68 a real question mark. Based on ICC approval of the requested rate increases, we were hopeful that 1968 earnings would approach the 1967 level. Now that the Commission has granted less than we asked for, there is real doubt as to whether we can achieve this objective."

Norfolk & Western President Herman H. Pevler shares the worries of the industry's other top officers: "We anticipate that traffic will continue to increase at a modest rate—barring a strike in the steel or coal industry. Based on our present forecast, we look for '68 income to be about equal to that of 1967"—but again there is the steel/coal strike hedge, and there is the as-yet-unmeasured effect of the ICC's decision to grant less than the full rate-increase request.

● **Late-year rally?** Like several other presidents, Southern's W. Graham Claytor, Jr., looks for a boost from fourth-quarter traffic and revenues. As he sees things, it's "probable that railroads will end the year on the up side in volume. Chances are there will be some seasonal decline in the third quarter and that things will pick up in the fourth quarter sufficiently to bring us out ahead with an improvement in tonnage and gross revenues. I can't offer a direct comment on estimated '68 income. We hope we can convert any increase in gross into a modest increase in net. But taxes, wages, materials costs and other factors are very likely to use up most of the gains we make in revenues resulting from growth in business and from the rate adjustment authorized by the ICC."

Seaboard Coast Line shares the problems of the industry—with the additional problem of ironing out the remaining details involved in last year's Atlantic Coast Line/Seaboard Air Line merger. SCL President W. Thomas Rice does forecast a modest improvement in volume during the second half. He's hopeful that this, plus benefits from the rate increase, plus savings from merger, will bring second-half improvement in earnings.

Other chief executives add weight to what shapes up as a general comment for the industry—that gross will be up measurably, while earnings lag behind.

What does all this mean, as related to railroad improvement programs? It means, in most instances, that previously-set 1968 plans will remain firm, neither stepped up nor scaled down. With the absolute volume of business on the increase, spending programs for '69 will be getting an extra-hard look. And increases would not come as a surprise.

● **Upturn in the offing?** There is, as a matter of fact, a lot of money being spent. The projected total, $1.4 billion, may not look like much to those who like to remember only 1966, the $1.9-billion year. But those who struggled through the late 1950s and early '60s, when capital spending dipped as low as $646 million, know differently.

What are railroad men saying? At Santa Fe, for instance, President John S. Reed points out that the railway and its controlled affiliates are spending about $96 million this year on a program which includes acquisition of 40 new diesel-electric units and 1,850 new freight cars, and construction of a $12-million electronic classification yard at Argentine, Kan. So far as equipment is concerned, Reed says, "we do not expect any additional orders for '68 delivery—but we do anticipate a substantial equipment program again in 1969."

● **No cutbacks.** Several chief executives make pointed reference to what actually is going on. IC's Bill Johnson doubts that his road will step up its improvement programs during the second half of '68. But, he adds, "we are already spending much more money for capital additions than we usually do. And perhaps it's just as important to make this point: We may not add to programs already announced—but we won't decrease expenditures

(Continued on page 35)

NEW STATIONS—this one just dedicated at 57th St.—are only a foretaste of what's coming under giant New York program.

TRANSIT AT MIDYEAR

Keep your eye on the East

'Where it's happening' happens to be New York and Washington—and will be for a while.

By JOE ASHER

After a long period of excitement over San Francisco and developments elsewhere on the West Coast, the center of gravity in the transit industry is shifting back to the East. In the second half of the year, that is definitely where transit men's eyes will be turned.

Proof of this comes in the move of the Institute for Rapid Transit to the east, in appointment of an easterner as its new top man, and in changes now taking place in Washington affecting the industry at large.

The IRT move from its present headquarters in Chicago to Washington was announced at the association's annual meeting in Toronto. During the same meeting, Dr. William J. Ronan, architect of the tremendous master plan for transit in New York, was elected president of the IRT, succeeding George L. DeMent, chairman of the Chicago Transit Board.

Still other moves have transit men's eyes riveted on doings along the East Coast. The Department of Transportation has now physically taken over the federal transit program—and industry leaders are watching to see what policy changes are in the offing.

Simultaneously, the battle is on in Congress over transit appropriations, at a time when domestic spending programs are in danger of deep cuts.

An appropriation of $190 million was previously authorized for fiscal 1969 (which began July 1), but the Department of Housing and Urban Development, while still running the federal transit-aid program, asked for an advance authorization of $230 million for fiscal year 1970.

That includes $40 million in spillover funds, along with a renewed authorization at the $190 million level. The Senate approved it, and two House committees did also, and the full House is expected to act after the Fourth of July holiday recess.

Therefore the chances are good that the amount will stay at its present level, although the House as a whole appears to be very much in a budget-chopping mood.

But all bets are off this year, due to the new tax increase and the Administration's pledge that the budget would be cut by $6 billion.

Military spending and fixed expenses like interest on the national debt are obviously exempt. Ergo, domestic spending programs are in for trouble.

Transit does not incur the same ire among rurally-oriented congressmen that some other urban programs do, so a big slash in transit aid is not in the offing. The total sum involved is, by federal

STREAMLINE DIALOGUE between industry and government, says New York's Dr. William Ronan, installed as new IRT head. John Robson (r.), DOT undersecretary, agrees.

When in doubt, launch a study

Although federal transit grants will now be dispensed by the Department of Transportation, the Department of Housing and Urban Development will still keep a sharp eye on urban planning activities that involve transit.

On the eve of the DOT takeover, HUD Secretary Dr. Robert Weaver released a report entitled "Tomorrow's Transportation." This is a proposed program of transit research and development over the next 15 years at a cost of $980 million.

The report comes as the result of R&D work carried out for HUD over the last year and a half by 17 private firms, surveying present and contemplated systems and concepts.

Major areas proposed for further rail transit R&D were automation, vehicle components, braking and suspension systems, maintenance.

Creation of an R&D center was proposed, and an immediate action program under the plan was estimated to cost $310 million.

Studies are fine in themselves, but not everyone thinks the priorities are right. At the Institute for Rapid Transit annual meeting in Toronto, for example, J. R. Bruch, manager of area development, Cleveland Electric Illuminating, complained: "Gentlemen, we are studying ourselves to death."

The utility man—one of several outsiders invited to present an outsider's viewpoint—gave a prescription for fewer studies and more action.

"Make a mistake—but go do it," he said. "Sell the product you now have. Don't oversell, but find out what people want, and if it's economically sound, give it to them. Set a timetable for action—and don't be an ostrich."

The same theme was taken up by R. D. Cowley, chairman, technical advisory committee, Metropolitan Toronto and Region Transportation Study, in a swift rebuttal to Irving Rubin, director, Detroit Regional Transportation and Land Use Study.

Rubin pleaded for more protracted appraisal of transit schemes and guarding against temptations to throw in existing rapid transit hardware, just because it is around.

Cowley, sitting next to Rubin, turned to him and said that if Toronto had gone on piling study on study forever, "We would never have accomplished anything here."

Meanwhile, new rapid transit systems in Europe open at the rate of two a year.

NEW YORKERS PUT UP $1 BILLION WHERE

spending standards, pretty paltry anyway, so it does not make a big, fat target for congressional preachers of economy.

Just the same, transit men have their fingers crossed during the last weeks before Congress winds up its present session.

● **Washington holds pursestrings.** The IRT move to Washington reflects a realization by the industry that the nation's capital is where the money faucet is. If transit has not gotten more than a few sputtering drops now and then, compared with other modes, maybe more time should be spent priming the pump.

No one in the transit industry would put it so crassly. But as more than one pro-transit congressman has pointed out, that is what the transit boys had better start doing.

Sen. Gordon Allott (R.-Colo.) has complained more than once that transit people need to be more vocal in promoting their interests on Capitol Hill. So has Rep. William Widnall (R.-N.J.). Others on the Hill have bluntly observed to industry representatives that you do not get results by paying sporadic visits and telling one another what good boys you are.

That lesson has been learned, hinted Ronan, newly installed in the IRT's top job.

"The IRT is growing in strength and sharpening its objectives," he said. "We expect to represent the cause of transit more vigorously before Congress and the various congressional committees. We also look forward to working more closely with DOT than before."

"The physical move of IRT to Washington will be made in the course of this year," Ronan said. And plans for expansion of its promotional and educational activities are "part and parcel" of the new attitude.

● **Moves by DOT.** One consideration in the DOT takeover is that the present administration is lame duck. John Robson, Under Secretary of Transportation and also Administrator of the transit program within DOT, appeared at the annual meeting of the IRT in Toronto, and contented himself with pledging full support for transit aid.

Behind the scenes, however, transit men are trying to make out the style of DOT men, and foresee what will carry over into the next Administration, no matter who wins the election.

One thing stands out: The DOT people are as fully committed as HUD ever was to the concept of comprehensive regional planning—with a full hearing for the transit cause.

This goes beyond lip service, as was proved some months back in a clash between DOT Secretary Alan Boyd and local highway officials in the Washington metropolitan area. The highwaymen's idea was to slice new expressways through local neighborhoods without regard for the effect on the environment.

Boyd was sticking his head in a noose, said local observers, because of known sympathy by key Congressional committeemen for the road scheme. But he stood his ground—as he has under a barrage of criticism in other connections from the maritime lobby.

Going on very preliminary returns, it seems reasonable to predict that professionalism, not power plays, will set the tone of the federal transit program under DOT.

● **No dictatorship threat.** Robson, like Federal Highway Administrator Lowell Bridwell before him, stresses that the feds will not shove any urban transportation program down the throats of communities that don't want them.

But Robson has not so far echoed Bridwell's suggestion that communities have a perfect right to make wrong or stupid choices—and then stew in their own juice. He has, however, followed Secretary Boyd's lead in calling for more receptivity to innovation and experiment in transit.

● **New York gets a move on.** An important reason for the shift of the center of gravity in transit to the east is the sheer size of the program now under way in New York, since passage of the state's $2.5-billion transportation bond issue.

Ready to go by '69

Ronan, wearing his other hat as chairman of New York's Metropolitan Transportation Authority, said that projects within the City of New York are now under review by the appropriate city agencies: "We can expect design and construction to move ahead during 1969."

Out of the bond issue, $1 billion is earmarked for mass transit. Matched with local and federal funds, the total comes to $2.9 billion that will become available for transit improvements. An immediate action program will be purchase of 500 air-conditioned vehicles for New York City Transit Authority.

THEIR MOUTHS ARE

Other programs that should move ahead before long are the new East River Tunnel at 63d Street, line extensions into Queens and construction of an entirely new East Side subway.

Still delayed owing to complex legal questions is the MTA takeover of the New Haven's commuter operations. Ronan avoided giving an estimate of when this might be resolved. But preliminary specifications are out now for 144 air-conditioned commuter cars.

● **Around the country.** On a smaller scale, the pace of activity is still high elsewhere. Cleveland Transit System expects to have its airport extension open this fall; The Chicago Transit Authority is hard at work on 15 miles of extensions, plus the City of Chicago's own plans for a complete new downtown system (see box); Washington Metropolitan Transit Authority hopes to begin building its own system this fall.

Bay Area Rapid Transit System is still $140 million shy of the funds needed to complete construction of the billion-dollar BART system. BART officials hope enough has been done to arouse local citizens to the need for action to get the state legislature to act. The Sacramento lawmakers are now debating several bills that would ease BART's problem.

Southern California Rapid Transit District hopes to place a bond issue referendum on the ballot next year, to help construction of their proposed 89-mile, $2.6-billion system.

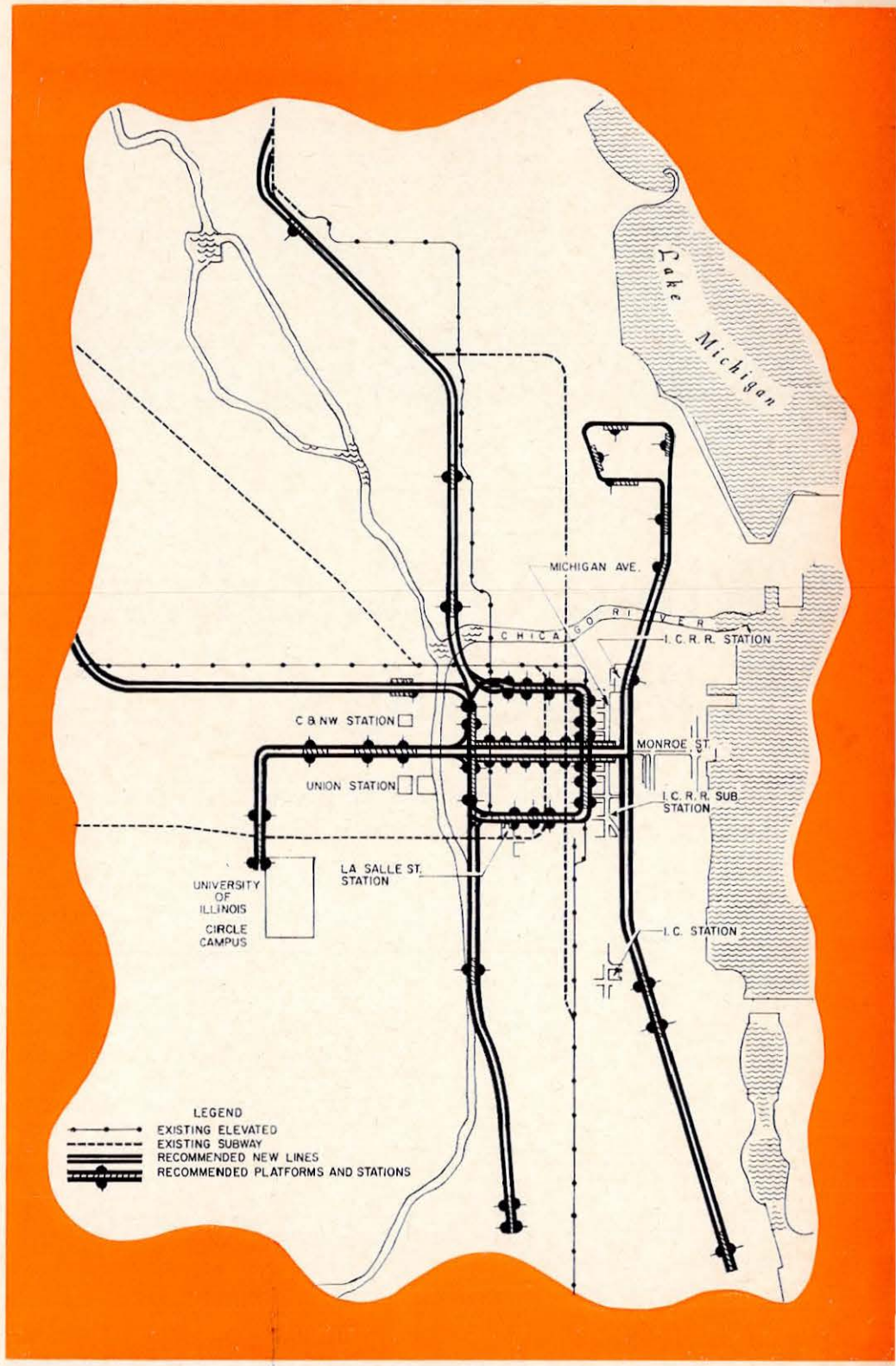
Metropolitan Atlanta Rapid Transit Authority hopes to have its bond issue go through, probably next year.

Seattle city officials have recovered from the disappointment of losing a bond issue referendum earlier this year. They expect to place the same issue on the ballot next spring

● **North of the border.** Toronto Transit Commission is constructing another four miles of extensions, besides the six miles that were just opened.

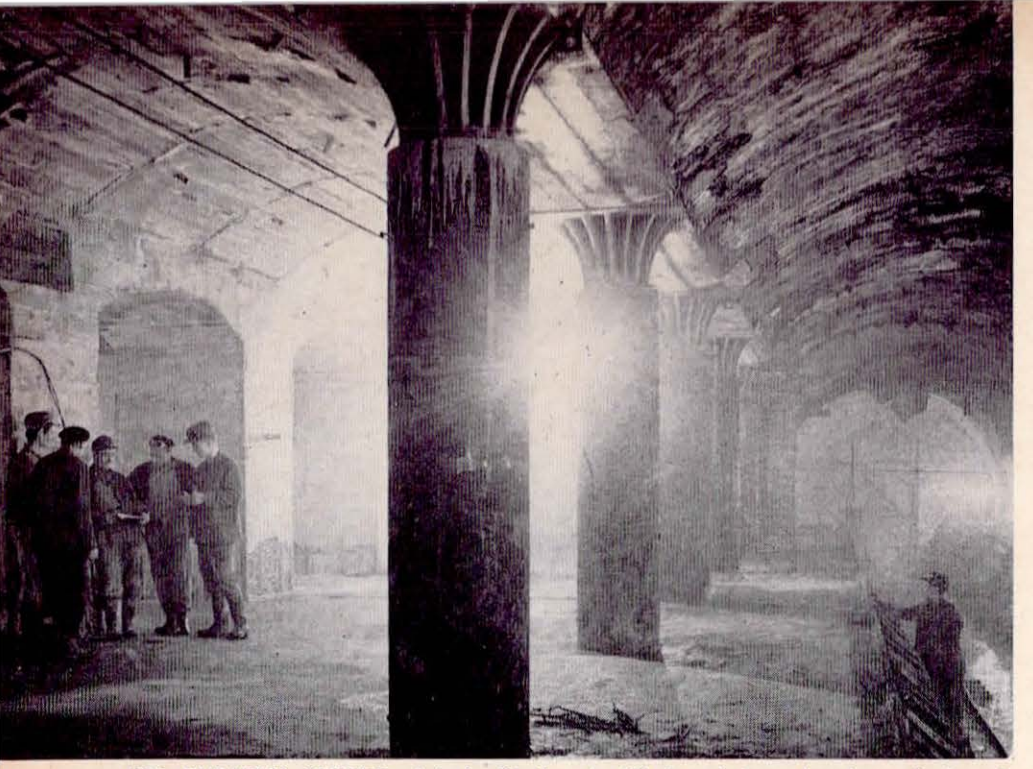
TTC officials unveiled a plan for constructing a completely new subway along Queen St. at an eventual cost of between $150 and $200 million. This is actually a revival of a plan recommended 12 years ago, but with some adjustments. The proposal is to spend $37 million on an underground streetcar line initially; then extend the tracks and upgrade the line for full-scale rapid transit.

Montreal Transportation Commission officials have let it be known they are also considering new lines. ■



A BOOST FOR CHICAGO COMMUTERS?

Chicago also stepped up its plans, as Mayor Richard Daley announced proposal for two new transit lines—a Loop subway to replace the El and a distributor "shuttle" to ease traffic flow downtown, especially to commuter terminals. Closely-spaced downtown stations would have linked platforms. Cost at present prices, $478 million; built over a decade, $600 million. DeLeuw, Cather did the studies.



IT'S CHEAPER DEEPER: Astoria Station is 90 feet below downtown Budapest.

TRANSIT TOUR REPORT:

While U.S. talks, Europe digs

Transit planners find solutions in Europe no different from those in the U.S. Big difference is in their implementation.

The third annual Rail-Transit-Seminar Tour of Europe, sponsored by Railway Age, gave 32 transit planners an on-the-scene look at developments in six metropolitan areas, including three in the eastern block. A wind-up session was held in Montreux, Switzerland. "There was a consensus that problems in European cities closely paralleled those we face in the United States, and that the solution to those transportation problems threaded into rail or other guided transit systems," reports Railway Age Publisher Robert G. Lewis, who conducted the tour. "What Europe generally has, which the U.S. definitely lacks, is the ability to achieve balanced transportation through centralized political power. To put it another way — while we're talking, they're digging." In the following city-by-city account of the tour, Lewis describes some of the high spots.

MUNICH: Transit tour members were privileged to be the first visitors to actually ride in a Munich subway. A special train of prototype cars was operated over a recently completed 2-kilometer test track, half underground and half on the surface. The test track is a section of the North-South line which will be opened in 1972 in time for the Olympic games. The nearly noiseless operation was impressive. There was high praise for the "unusually good design and construction," as one engineer put it, in the two Munich lines which are being built concurrently. The quiet operation of the new Munich street railway cars, and the high standard of maintenance, also earned favorable comment.

VIENNA: While this city's first true subway operation may not come until 1976, tour members were impressed with the long-range planning which, for one thing, is providing sections of cut-and-cover subway for today's streetcars, but designed for inclusion in the ultimate underground network. Observers commented on the emphasis on preservation of Vienna's old and beautiful "Ring" of avenues downtown. Vienna City planners stressed that only construction of vast underground parking facilities in the central city could handle increased motor traffic, and avoid high-rise parking garages or demolition of landmarks for surface parking; and that the cost of these underground parking facilities might not necessarily be as cheap as the subway. One observer concluded that "Vienna is a city where people both live and work," and that this is related to the excellent transportation facilities available (Vienna claims more public transportation per square mile than any other city in the world); and that the city's planning was designed to preserve the aesthetically-appealing center city through improved transportation.

BUDAPEST: Hungary's capital city provided as many surprises as any other to the transit tour group; we were told that we were the first Americans to look into city planning here. Budapest has the first subway built in continental Europe. But extensive new construction is well under way after a 70-year hiatus. The ultimate system will total 100 miles. By the time the first line connects Buda with Pest, tunneling at 60 feet beneath the bed of the Danube River, the city's population will exceed 2,000,000. Tour members were told that each inhabitant of Budapest makes an average of 710 trips per year on the city's public transportation network, the second highest per capita rate in the world and slightly double that of New York City.

Tour members were taken on an inspection of Astoria station, 90 feet below the surface of downtown Budapest, where a prototype station is nearly completed. City engineers stated they have found it far less expensive to build a subway at great depth through solid rock as against cut-and-cover construction in the city's poor surface soils. The group also traveled in a special train over the 2½-mile 1896 subway line which is to be extended 2 miles and modernized.

MOSCOW: Planners in our group were impressed with the volumes moved by this city's modern subway lines, and with the eye-pleasing design of the 82 stations on the 74 route miles. There was much comment on the length and speed of station escalators and the number of people they moved. (Those who want merely to stand ride on the right; on the left is an express lane for those in a hurry.) There was praise for the circumferential transit route which intersects the six lines which

(Continued on page 29)

At one time it would have cost too much to link this small railway station to the line's main microwave system. But not any more—thanks to the 71F by Lenkurt.

Lenkurt's 71F is a 1 to 300-channel 2 GHz microwave radio system designed specifically to provide economical low density "feeder" routes from communications main lines to remote railway stations and control centers.

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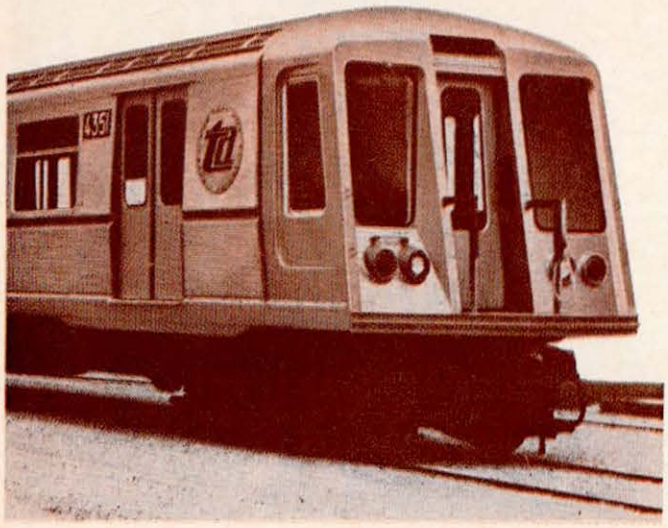

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Transit Systems and Authorities for ten of the nation's busiest cities have given the nod to Edwards. Most recently, the New York City Transit Authority, on their new cars by G.S.I., has standardized across the board on Edwards advance-design sash, doors and hangers.

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AS THE EDITOR SEES IT

BETH TAKES A RIDE—My niece Beth, at 18, is a seasoned air traveler. But because she lives in a part of North Carolina that has not seen a passenger train in 20 years, she grew up with the notion that railroads were about as much with it as the jitterbug. In June I took Beth to Europe as a high school graduation present. She had her first train ride in Austria—and she demanded (and got) another and another. She began to wonder why anyone ever bothered to invent anything as dull as the Boeing 727.

AND ASKS A QUESTION—As our immaculate *schnellzug* skimmed over beautifully-maintained track in the eastern Alps, Beth asked the question I had been dreading: "Why can't we have trains like this at home?" I tried to explain the difference between the nationalized railways of Europe and ours; I mentioned the burden that Austria's railways impose upon Austrian taxpayers with their $100-million-a-year losses, while ours are *paying* taxes; I pointed out that some of the freight equipment we were passing was less than modern, by any U.S. standard. Beth listened politely; clearly she wasn't impressed. Reflecting morosely that in attempting to make a railfan out of my niece I had succeeded only in creating another passenger-train buff, I returned to the work at hand—attending sessions of a high-speed rail conference then under way in Vienna.

INCOMPATIBLE IDEALS?—During a coffee break shared with an Austrian Railways official, I wryly mentioned my niece's initiation into railroading and the question that I had tried, so unsuccessfully, to answer. My Austrian friend thought he had the answer. "The trouble with American railways," he said, "is that they are committed to two incompatible ideals—private ownership and public service. It won't work."

THE REAL TROUBLE—None of my readers is likely to lose sleep over a teen-ager's comments on her first train ride, or an Austrian railroader's assessment of the American dilemma. But these comments, taken together, do suggest where the *real* trouble lies—(1) in the fact that most Americans are exposed only to passenger trains, and don't really believe there is anything else to railroading; and (2) in the fact that while private ownership and public service are far from incompatible, a growing number of Americans seem to think that they are. There is even a suspicion, in many business quarters today, that railroads are going to prosper only by going out of the railroad business. This is partly because railroad men have become such persistent doom-sayers. Anyone who reads the midyear report in this issue of Railway Age can hardly accept the proposition that we are a faltering, dying industry. Yet that's the way we are looked upon. Unless we can change this image in the minds of tomorrow's voters (like my niece Beth), they are apt to take the Austrian view.

—Luther S. Miller

Philadelphia Commuters Gain 20 More Stainless Steel Cars

South Eastern Pennsylvania Transportation Authority had added 20 new nickel stainless steel commuter cars in a continuing modernization of the Philadelphia area rapid transit system. These cars, built by St. Louis Car Co. are lightweight design to permit operation in the 75mph range... and to cut power requirements.

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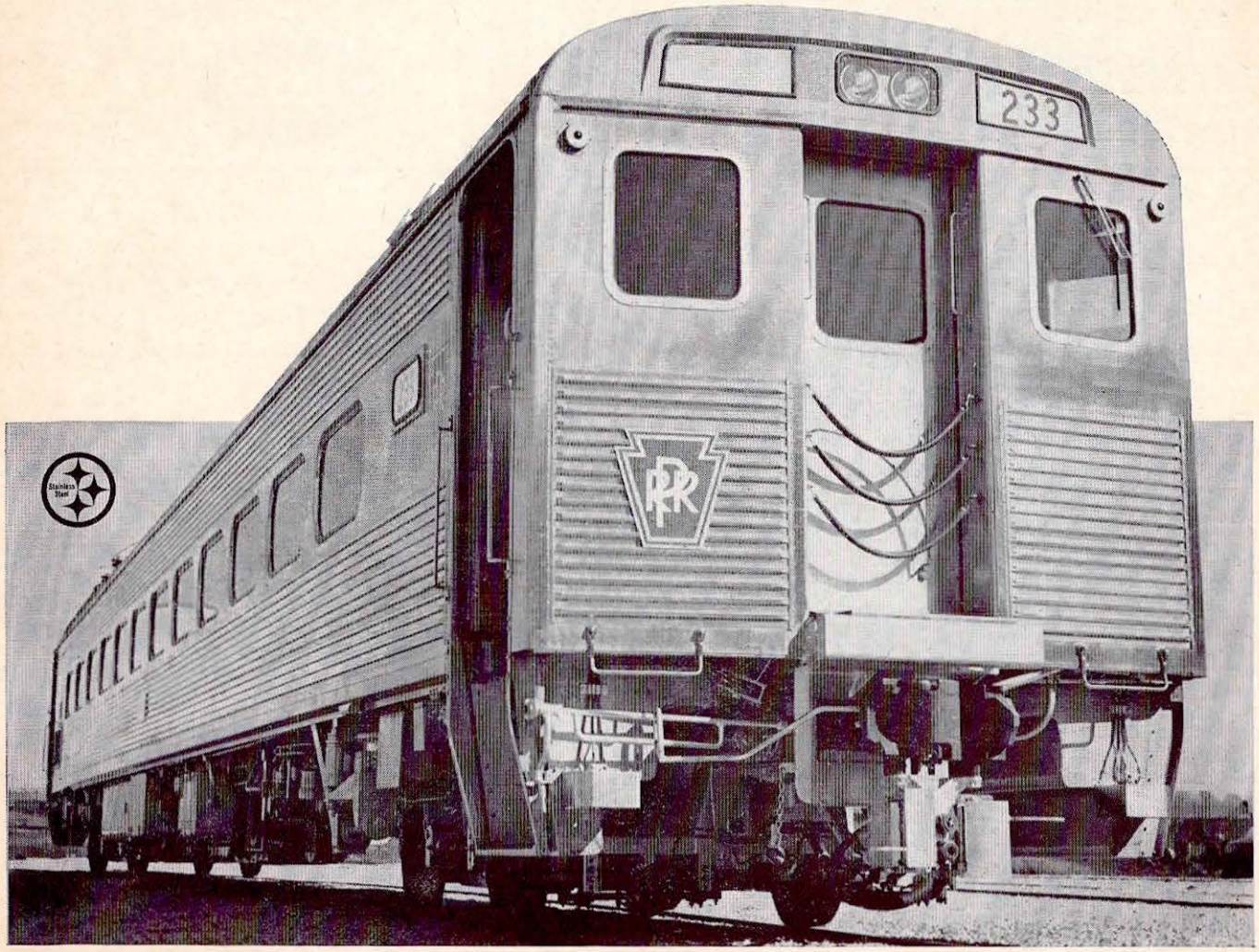

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Transit tour report

(Continued from page 24)

radiate from the hub and three which originate on the loop; and the fact that this network serves all of the major Moscow railway stations, providing comprehensive mid-city distribution. Moscow was favorably mentioned for the design of principal stations with shallow underground mezzanines, providing access to all street corners (the long, fast escalators provide a connection between the mezzanines and the train platforms).

LENINGRAD: The principal interest in this subway network—which in most aspects resembles the Moscow lines—was in a station equipped with "train shields," station doors parallel to the subway track which open and close simultaneously with the train doors. The Russian installation is experimental and for safety purposes; U.S. interest in the doors came mostly from planners who would use this system to control air conditioning in stations (e.g., Los Angeles).

One engineer noted that Leningrad's system avoids the physical intersection of lines at junction stations where joining routes would slow trains and make close headway difficult.

STOCKHOLM: This city came in for special praise for the integrated urban development and city transportation planning. Tour members had an opportunity to visit Farsta, a "new town" built at the terminus of a new subway line. As one of our observers put it, Stockholm "is destined for success" for a number of reasons: there is single-system control of buses, commuter rails and rapid transit, eliminating side-by-side competition; the good working relationship of Stockholm planners and the 36 outlying communities; and, of ultimate importance, the provision of good low-cost transportation by a system which has technical excellence built-in throughout.

MONTREUX: In a summary session, it was observed that while elevated structures were generally being avoided on new lines in Europe, those that did exist were made quite acceptable by attention to design and shielding by trees. Vienna's old Stadtsbahn and the new Stockholm lines were cited. It was noted that rapid transit in nearly every case needs additional financing from federal sources as well as from the cities themselves. One of our planners commented that the European systems were definitely "built for the long-haul" with no "fast buck" answers. ■

WALTER TAFT

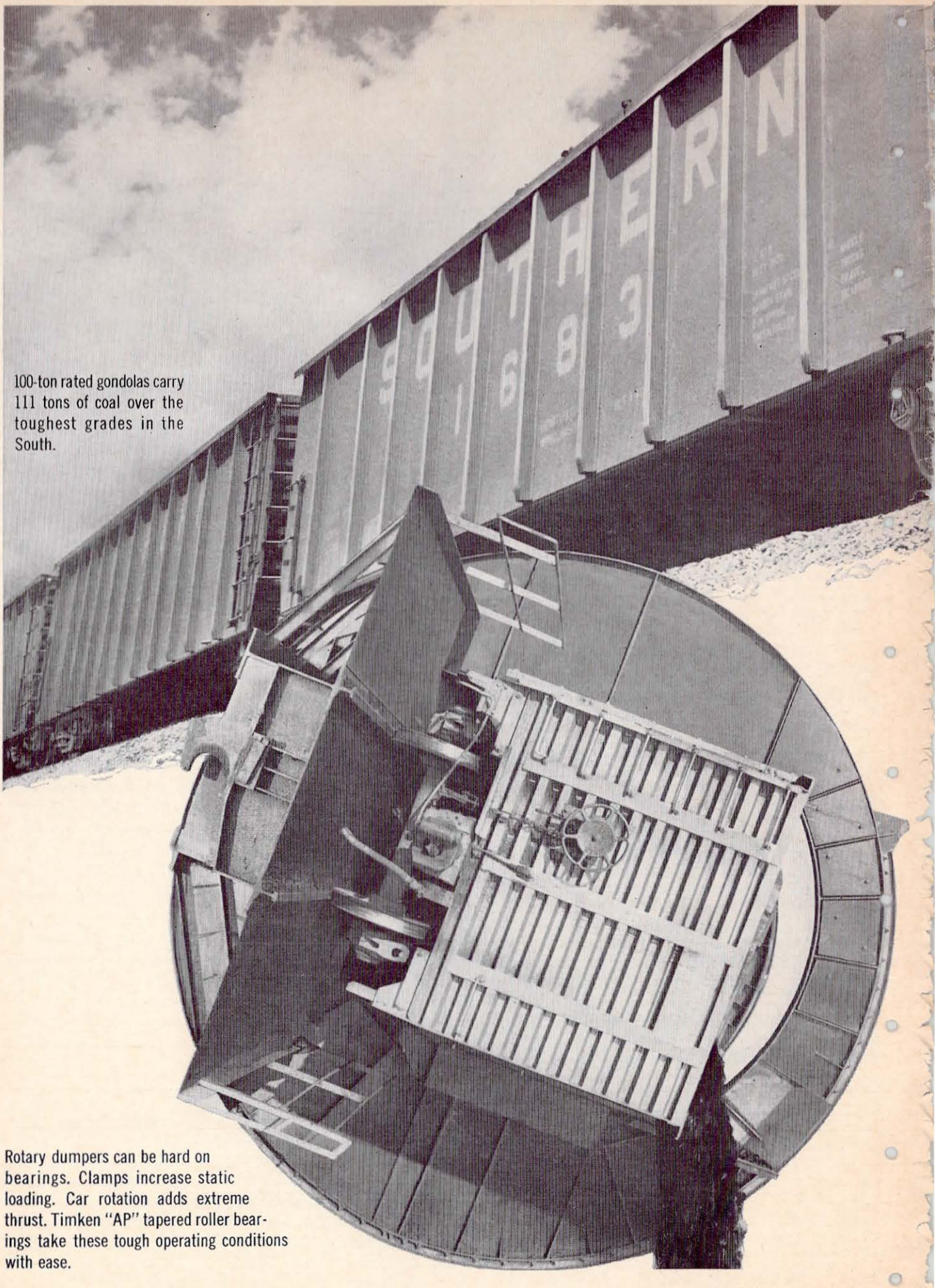
WATCHING WASHINGTON

STAGGERS PUSHING SAFETY BILL—Chairman Harley O. Staggers of the House Committee on Interstate and Foreign Commerce was undertaking last week to sell that Committee on the idea of clearing a railroad safety bill for consideration by the House this year. He had a deadline of July 9. That's the date fixed by the House Rules Committee for its consideration of any proposed legislation.

LATE START—In view of the Congressional plan to adjourn by the end of this month, for the national political conventions, the drive for railroad safety legislation got under way somewhat late for a controversial proposal. The drive started only a couple of months ago. It was not until April 29 that the Department of Transportation submitted its bill calling for major additions to the federal government's regulatory powers over railroad safety. The powers sought would extend the authority of DOT's Federal Railroad Administration to such new areas as track and roadway maintenance, operating rules and presently-uncovered aspects of rolling stock safety.

CONTROVERSIAL—Such comprehensive safety regulation is opposed by railroad management, but it is favored by unions representing railroad employees. President Thomas M. Goodfellow of the AAR expressed management's opposition at hearings which the House Committee held on the DOT bill. The national legislative representative of the Brotherhood of Railroad Trainmen, A. H. Chesser, spoke for the Railway Labor Executives' Association. He endorsed the bill's objective, but proposed some 40 amendments to insure that provisions of collective bargaining agreements would prevail if there were conflicting FRA safety regulations. In last week's undertaking to clear a bill, the Committee had before it some compromise suggestions submitted by DOT and RLEA.

NIT LEAGUE SUPPORTS RAILROADS—Railroad management has the support of the National Industrial Traffic League. The League told the House Committee it is confident that the railroads will continue to improve their safety record, and it is concerned about the prospective impact of the proposed legislation on railroad costs and freight rates. The League is also concerned about possible application of the proposed regulations on private sidings and other shipper-owned tracks.



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Despite round-the-clock-service, steep North Carolina mountain terrain, high speeds on the Alabama levels, and the wrenching in rotary dumps, recent inspections show no bearing damage, either on original bearings dating from 1959, or on recent purchases. Insist on Timken "AP" bearings and get this same kind of dependable service.

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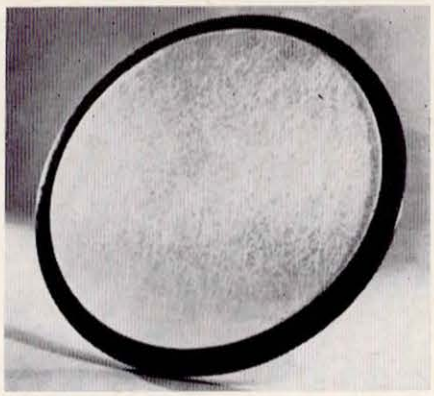
NEW PRODUCTS REPORT

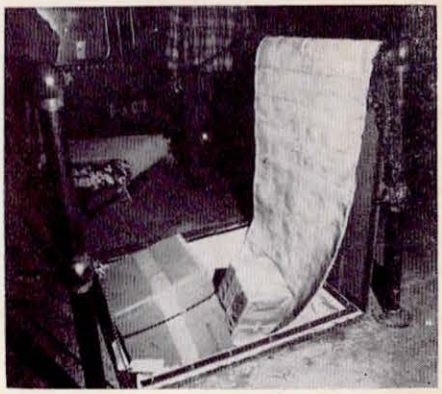
Sign kit (RA-1)

The Mini-Sign kit contains 391 self-sticking letters and numbers for use on nameplates, lockers, control panels, computer tapes, and other devices. Characters, in black, white, or yellow for indoor or outdoor use, are ¾ in. high. Two guide tracks in the kit enable the user to space and assemble either straight or curved-line copy. The special pressure-sensitive tapes furnished pick up and transfer completed sign message to any surface. *Demp-Nock Co.*



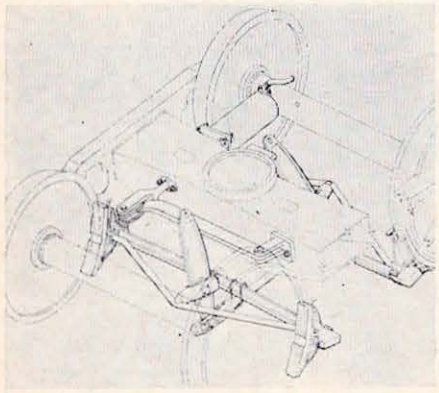
Fiber-glass skylights (RA-2)

Circular skylights, 10⅞ in. in diameter (excluding rubber flange) and 0.0625 in. thick, can now be supplied for trailers and rail cars. The skylights are made of translucent fiber glass reinforced polyester which can be tailored for application. Glass content can be held to 25% or increased to 50%. Standard skylights contain 30% fiber glass by weight and are surfaced with a 10-mil overlay veil for protection against weather. *Molded Fiber Glass Body Co.*



Mail chute (RA-3)

Sling conveyor chute in use on Penn Central is designed to expedite 6,000 (up to 100-lb) parcels a day through 28- x 28-in. opening in platforms onto an underground conveyor system. It is made of neoprene-impregnated 2-ply nylon with a tensile strength of 6,000 psi. Impact points on 28- x 28- x 36-in. chute are reinforced with webbing to give a built-up strength of 10,000 psi. Slings and adjustable slide attachments on impact apron hook to safety railing. *Eezee Lift Sling Co.*



Truck-mounted brake (RA-4)

A truck-mounted brake, the Abex HF, is authorized for interchange testing. The HF has a single cylinder per truck, mounted on the spring bolster, which actuates AAR standard brake beams through conventional levers, rods, and pins. The HF designation comes from the high-friction composition shoes which are used. With an AAR 66 handbrake, the new brake is claimed to have the power to hold a loaded car on a grade of over 3%, made possible by the mechanical leverage in the rigging. *Abex Corp.*

Insulating material (RA-5)

Steel-reinforced urethane rubber insulating pieces are now available for insulated joint usage. These Neothane synthetic rubber-clad bushings and end posts were laboratory and field tested, with no failures under tension loads of 120 tons and compression loads of more than 60 tons. Bushings range in size from inside diameter of 29/32 inches to 1 3/16 inches. End posts are availabe for rail from 100 lb to 140 lb. *Goodyear Tire & Rubber Co.*

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Will research be broadened?

(Continued from page 15)

ticularly troublesome in today's operating climate.

"Worn-out equipment can be a definite menace to safe operations. Anything that can be done to get this equipment off the tracks is bound to improve the accident situation," said Manion.

"MofW and mechanical people must get on top of the problems," he concluded. "New imagination will have to be brought to bear to find solutions or you'll not be able to afford them. If we don't come through, we're certain to have people outside the industry coming in to tell us how to do our jobs, which is neither good nor necessary."

AAR Interchange Rules have been altered during the past year to require mandatory application of roller bearings on new freight cars starting August 1, said W. H. Chidley, Division executive vice chairman. He also cited as an accomplishment the requirement that heavy, high-center-of-gravity cars have supplemental snubbing in their suspension systems.

Then, introducing a note of pessimism, Chidley mentioned the reversal in journal performance which had improved almost steadily through the past decade so that today there are only about 1/10 the failures of 1958. During the last quarter of 1967, however, plain-bearing performance was consistently poorer than the corresponding months a year earlier. The recently announced industy figure for January 1968 was not only poorer than in January 1967 but also poorer than in January 1966.

● **Roller bearing service.** The roller bearing has now been applied to over 450,000 North American freight cars, reported the Committee on Journal Roller Bearings. It was used on over 88% of the new cars built last year and shortly will be required on all new equipment. The Committee commented on proposals for removing and servicing roller bearings whenever there is an opportunity. The recommendation: Do not do it. "To the present, service on roller bearings does not warrant such a practice which would unjustly increase the cost of maintenance," it explained.

Changes in the operation of locomotives produced by motive power pools have caused the Mechanical Division to re-stress standardization of the multiple-conductor trainlines which make possible M-U operation. The Division is striving to make units compatible, so they may be interchanged and mixed with those of any railroad without complication.

The Locomotive Committee observed that while "mechanical features of diesel-electric locomotives have remained simple, straightforward and reliable, the electrical controls have grown extremely complicated, subject to frequent failures and time-consuming and costly to troubleshoot."

● **Coil-steel cars.** Car requirements are also changing rapidly. The Car Construction Committee, for instance, is undertaking an investigation of future demands for coil-steel cars, having observed that the changes in steel industry production—larger and heavier coils—might make even the newest coil cars obsolete in a relatively short time.

The plans of Ford for production of lower-slung automobiles in the 1969 models are making necessary the adoption of low-silhouette tie-downs for multi-level rack cars in their service. Other auto makers indicate that existing tie-down hardware will be satisfactory for at least another year. ■

New name:

Gustin-Bacon is now a division of Certain-teed Products Corporation

CERTAINTEED

Where we're going

(Continued from page 20)

either." Burlington's Bill Quinn has much the same opinion: "While we do not now anticipate increased activity in either equipment acquisitions or plant improvements during '68, our rather extensive program of additions or improvements now under way will not be curtailed."

Probably the biggest improvement program in the industry, in terms of dollars, is the one being carried out by the merged Penn Central. P-C people say the physical merging of Pennsylvania and New York Central constitutes a plant-improvement program on a gigantic scale, far surpassing the total of projects carried out by the two roads separately last year. P-C, it should be noted, is also confident of the long-term outlook—basing its optimism not only on economies growing out of merger but also, importantly, on the strengthened resources of the large and diversified company which will make possible improved rail operations.

Everywhere, programs are being carefully watched. MoPac, spending about $57 million this year, says plans for the rest of the year "will remain under study, with further expansion depending on our level of traffic and the increase in freight rates." Both Milwaukee and GN cite the possibility of increased programs in '69. Even deficit-plagued Rock Island is trying hard. Says Jervis Langdon: "We don't anticipate a higher capital-spending level during the second half for roadway projects—much as we need them. However, we do contemplate a modest equipment-acquisition program."

Southern's Graham Claytor injects another element into the improvements picture. Last year, he points out, Southern "spent very heavily for capital improvements, to the tune of some $91 million, of which about $78 million was for equipment. This year, we are spending heavily on our existing car fleet, to put it in the most useful condition to meet shipper needs. And we are adding and will add new cars and other equipment as market studies indicate a demand. Our total expenditures in the equipment area will probably approximate those for 1967."

● **Problems by the dozen.** Vital as continued improvement programs are, however, they represent just one of a dozen or more problems demanding consideration by top management. The list also includes such items as:

—How to cope with rising labor costs, with increased wage-benefit rates on the one hand and job-protection agreements on the other.

—How to overcome perhaps the No. 1 shipper complaint, service unreliability.

—How to measure the effects of defeat in the so-called ingot molds rate case, and what to do about it.

—How to view the sudden governmental interest in the passenger service, and the new demands for investigations

—How to develop better business forecasting, and how to sharpen marketing skills.

So, the industry takes stock, looks ahead, asks questions. Rio Grande's Gus Aydelott sums it all up: "The answers don't come readily, or with conviction. There are just too many imponderables, most of them beyond our control but many unresolved within the industry itself, to be sure of anything —except the need to think harder and work harder." ■

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CERTAINTEED

John P. Gallagher
Chemetron

John L. Adank
Chemetron

R. W. McCullough
Chemetron

Bruce E. Nevius
Unitcast

Peter C. Bayer
FreightMaster

J. J. Fitzsimmons
RAMCO

SUPPLY TRADE

John P. Gallagher has been elected president, chief operating officer and a director, **Chemetron Corp.** Mr. Gallagher has been a director and was formerly a member of the managing committee, **McKinsey & Co., Inc. John L. Adank,** who has been president of Chemetron, has been elected vice chairman of the board. **Robert W. McCullough,** corporate controller, has been elected a vice president.

Bruce E. Nevius, assistant general manager, **Unitcast Division, Midland-Ross Corp.,** Toledo, Ohio, has been appointed vice president and general manager of the division, succeeding **Floyd R. Brown,** retired after nearly 35 years of service.

Peter C. Bayer has been appointed sales engineer, Eastern Region, **FreightMaster** Division of **Halliburton Services.** He will establish area sales offices in Berwyn, Pa. Mr. Bayer formerly held sales positions with General American Transportation Corp. and other railroad supply companies over an eight year period.

Sterling P. Abbey has been appointed manager in charge of the railroad, aircraft, export and government markets, Northern Fastener Division, **Lamson & Sessions Co.,** Cleveland, Ohio.

Morris Warshal, director of engineering, Railcar Division, **Evans Products Co.,** Plymouth, Mich., has joined **Southern Iron & Equipment Co.** as chief engineer.

George C. Connor, a senior vice president of **Sylvania Electric Products,** New York, has retired after more than 34 years of service. Mr. Connor has served as president of Sylvania Rail Data Corp. since 1966.

TRANSIT

Railway Automated Machinery Co., subsidiary of **Nationwide Industries,** Chicago, has selected **John J. Fitzsimmons** as project manager for the new rapid transit routes being constructed in the median strips of the John F. Kennedy and Dan Ryan Expressways. Mr. Fitzsimmons will have supervisory repsonsibility for construction of the 15 miles of track that will extend Chicago Transit Authority routes. **E. H. Outlaw** has been named general superintendent of the project with over-all supervisory responsibility for installing 15 miles of continuous welded rail on rubber-cushioned RS concrete crossties. **Kerry C. DeLong** has been promoted from project engineer to administrative assistant to the president of RAMCO.

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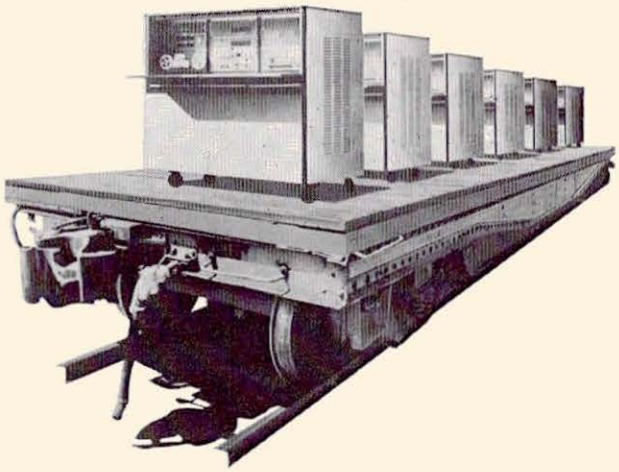

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RAILWAY BOOKSHELF

Want to make your own linear induction motor? Instructions for model-makers are given by E. R. Laithwaite, a professor of electrical engineering at the University of London, in "Propulsion Without Wheels" (Hart Publishing Co., 510 Sixth Ave., New York, 288 pp., $15). This is not basically, however, a do-it-yourself book, but a highly technical textbook on a subject of increasing interest to railroad men. (The U.S. Department of Transportation will shortly award contracts for test projects in this field.) The author of "Propulsion Without Wheels," whose research covers two decades, discusses possible railroad applications in great detail (although this is not the main thrust of his book) and suggests, "It is possible that the first linear motor-driven monorail may not be far away."

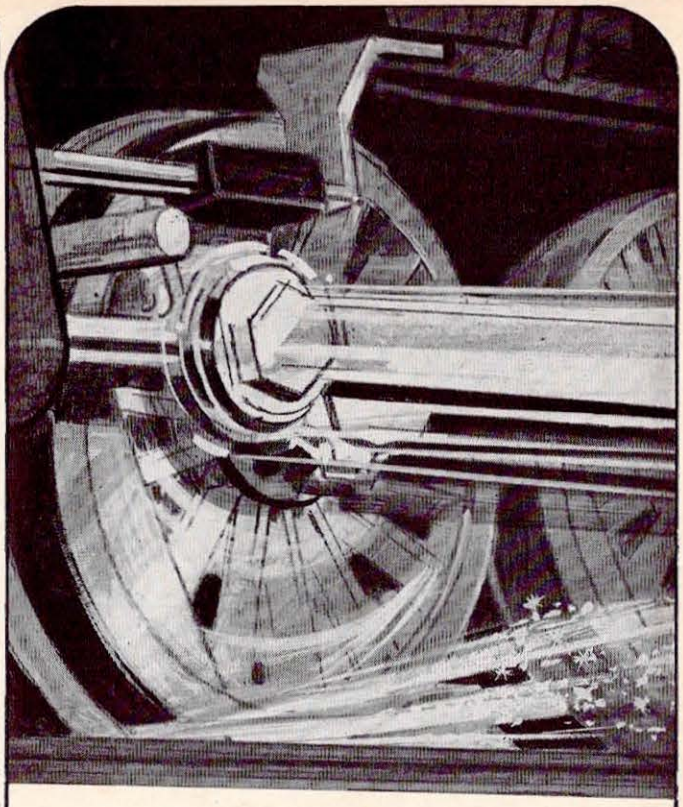
•

"American Locomotives," by John H. White, Jr. (Johns Hopkins Press, Baltimore, 504 pp., $20) carries the formidable subtitle, "An Engineering History, 1830-1880." The dust jacket gives blunt warning that this is no romanticized treatment of the steam locomotive but rather "a definitive reference work." For any run-of-the-roadbed railfans still with him, the author drives home the point in a prefatory note: "The present study was written for those already acquainted with locomotive history and construction. It is hoped that the specialist will find new insights and materials not readily available elsewhere. The general reader. . . should consult the numerous books already published on the subject." So this is a book for the specialist, for the connoisseur—and what else would you expect from a steam historian who is also curator of transportation at the Smithsonian Institution? Nonetheless, this is a book that no steam-fan, however unarcane his background, will want to be without; the reader who isn't a specialist on page 1 will very nearly be one 500 pages later. The 230-odd drawings and photographs are alone worth the price. Part I covers the evolution of the first European-built locomotives into models adapted to the peculiar conditions of American railroading; Part II is a history of the trial-and-error development of component parts; Part III includes case histories of some 20 locomotives.

•

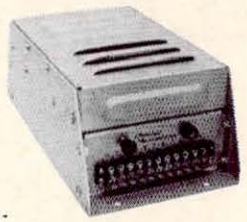
J. Lorne McDougall's "Canadian Pacific: A Brief History" (McGill University Press, Montreal, 200 pp., $3.50) is that railroad's authorized biography, commissioned by the company as part of the Centenary of Confederation celebration. Such books often have about as much sparkle and life as an annual report. Mr. McDougall has avoided this pitfall. As he explains it: "Having decided that I should be asked to do it, they [CP's management] governed themselves by the farmer's rule, 'Why keep a dog and bark yourself?' " Mr. McDougall barks well for the CP, and if the noises he makes are on the whole exceedingly well mannered, why not? He had an exceedingly well-run railroad to write about. His story of the railroad itself is well rounded up by a short but thorough description of the company's other far-flung enterprises.

—L.S.M.



stops slipping starts gripping

Summit Locomotive Electronic Wheel Slip Control System from Barco



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BARCO DIVISION

Circle 17 on coupon page 32

PEOPLE IN THE NEWS

N. E. Lahndorff
IC

K. G. Carriere
IC

ASSOCIATION OF AMERICAN RAILROADS.—Car Service Division retirements effective July 1: **Joseph J. Kelley,** director, Military Transportation Section, Washington; **William F. Henning,** district manager, Atlanta; and **F. R. Flaherty,** assistant district manager, Pittsburgh.

Alder E. Highland, manager, Railroad Relations Section, promoted to director, Military Transportation Section, succeeding Mr. Kelley. **B. W. Taylor,** executive assistant, succeeds Mr. Highland, and is replaced by **Harry Peterson. R. K. McCarthy,** car service agent, Pittsburgh, succeeds Mr. Peterson as assistant to chairman—data systems, Washington. **R. L. Thacker,** car service agent, Atlanta, succeeds Mr. Henning. **D. C. Keller,** assistant to director, Military Transportation Section, Washington, appointed assistant to manager, Open Car Section, replacing **P. A. Terrels,** who succeeds Mr. Flaherty. **J. F. Bishop,** car service agent, Kansas City, succeeds Mr. Keller.

BALTIMORE & OHIO.—**W. M. Fogle,** regional rate manager, Baltimore, retired. **W. Carder, Jr.,** appointed regional sales manager, trailer service, Philadelphia, succeeding **S. F. Taylor,** retired.

BRITISH COLUMBIA HYDRO & POWER AUTHORITY.—Has announced plans for changes in its corporate structure with streamlined regrouping of functions under the new office of general manager, to be held by **Sigurdur Sigmundson,** Vancouver, B.C. Mr. Sigmundson has been head of the Transportation Division since 1954 and has delayed normal retirement for a year to implement the extensive organizational changes. **Hugh Elliott** named special assistant. **P. W. Barchard,** operations manager, named general manager of an expanded Transportation Division. **Garth Griffiths,** manager of staff services, heads the new Distribution Division.

CHESAPEAKE & OHIO.—**R. N. Begien, Jr.,** regional vice president, Southern Region, Richmond, Va., retired.

G. C. Tonneberger, assistant coal traffic manager, Toledo, retired.

ERIE LACKAWANNA.—**James A. Pollard,** methods engineer, Hoboken, N.J., retired July 1, after more than 36 years of service.

FLORIDA EAST COAST.—**William J. Queenan** appointed district sales manager, New York.

ILLINOIS CENTRAL.—**N. E. Lahndorff** promoted to general superintendent motive power, Chicago, and **K. G. Carriere** named superintendent motive power (RA, May 27, p. 71).

LOUISVILLE & NASHVILLE.—**Clifford T. Coomes,** assistant general solicitor, and **Eaton E. Randles,** assistant general attorney, named general attorneys. **E. R. Leigh,** commerce attorney, and **Eugene W. Herde,** assistant general attorney, appointed assistant general solicitors. **Harold W. Henderson,** assistant to vice president-law, and **Roy L. Sherman,** assistant to general solicitor, become assistant general attorneys. **Clair W. Langmaid, Jr.,** attorney, appointed assistant to vice president-law. All will have headquarters at Louisville.

I. W. King, assistant chief transportation officer, planning and procedures, becomes staff assistant, planning and procedures, and **J. W. Bosler,** system car distributor, becomes assistant manager, car utilization bureau, both at Louisville.

G. T. Bonner, general roadmaster, K&A, CV and Cincinnati divisions, Knoxville, Tenn., named division engineer there. **T. R. Rosamond,** assistant division engineer, Knoxville, replaces Mr. Bonner, and in turn is succeeded by **C. H. Stephenson,** assistant engineer. Mr. Stephenson's successor at Knoxville is **J. M. Strickland,** junior office engineer, Louisville. **Anthony Manson,** division engineer, Birmingham, Ala., named assistant to division superintendent. **W. H. Stringer,** gen-

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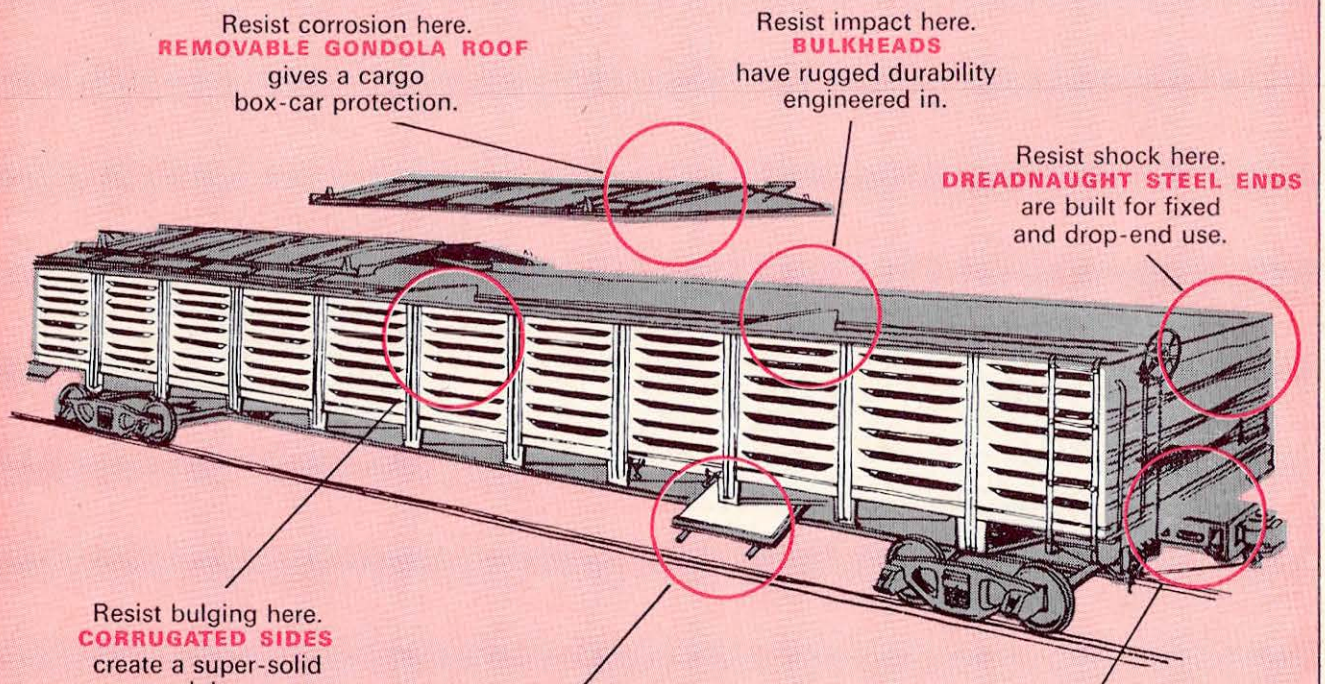

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Circle 19 on coupon page 32

Edward L. Claypole
PC

John M. McGuigan
PC

eral roadmaster, Louisville and Evansville divisions, Louisville, replaces Mr. Manson, and in turn is replaced by **W. P. Jones,** assistant division engineer, Evansville, Ind.

PENN CENTRAL.—Edward L. Claypole, who became assistant vice president—passenger services, Philadelphia, in February, was promoted to vice president—transportation on May 1. He succeeds **John C. Kerefick,** who became vice president—operations, **Union Pacific.**

John M. McGuigan, assistant to vice president—operations, Philadelphia, named general manager, Eastern Region, succeeding **Albert M. Schofield,** appointed assistant vice president—operations planning.

Kenneth F. Webel, terminal superintendent, Cincinnati, Ohio, transferred to Charleston, W. Va., succeeding **William H. Hinderer,** who retired July 1, after 42 years of service.

Samuel H. Hellenbrand, vice president—industrial development and real estate has announced the following appointments (former position in parentheses): **Vincent J. Floyd,** director—industrial development, Philadelphia (general manager, industrial development, PRR); **Otto W. Pongrace,** director—industrial development, New York (same position, NYC); **Richard A. Teichman, Jr.,** manager—industrial development—staff (same position, PRR); **James T. Orsborn,** manager—technical services (assistant director of industrial development, NYC). **John T. Matthews,** former manager—industrial development, PRR, named to a similar position at Pittsburgh for the PC, succeeding **Charles C. Overlander,** retired after 39 years of service.

Appointments on the staff of **R. D. Timpany,** assistant vice president—administration: **J. H. Hildenbiddle, Jr.,** director—industrial engineering; **L. F. Battaglia,** director—freight claims and prevention; **W. D. Hamilton,** assistant director—freight claims; **S. Wenzer,** assistant director—prevention; **H. E. Brennan,** director—operating management controls; **J. A. Bonelli,** manager—safety; **W. M. Paravano,** director—automobile and material handling equipment; **G. R. Fuller,** manager—operating training.

Clifford G. Mack, superintendent of building rental and operation, Grand Central Terminal, New York, appointed terminal manager there, succeeding **Stephen T. Keiley,** retired after 43 years with the NYC.

James H. Heron, assistant vice president—equipment, has announced the following appointments: **E. Thomas Harley,** general mechanical superintendent—locomotive (assistant chief mechanical officer—motive power, PRR); **Edward H. Wright,** general mechanical superintendent—freight car (chief mechanical superintendent—car, NYC); **Richard C. Johnston,** general mechanical superintendent—staff (assistant chief mechanical officer—car, PRR); **William A. Mullen,** director—passenger car maintenance (general superintendent, car equipment, PRR); **George R. Weaver,** director—equipment engineering (manager of mechanical engineering and tests, PRR). General superintendents—shops, all continuing at facilities they managed for the PRR or NYC prior to the merger: **John C. White,** Altoona, Pa.; **Gordon L. Zeider,** Beech Grove, Ind.; **Joseph S. Fadale,** Collinwood, Ohio; **John F. McDonough,** East Rochester, N.Y.; and **Edward R. Stickel,** Wilmington, Del.

Henry G. Allyn, Jr., assistant vice president—freight sales, New York, announced the following appointments: **Howard L. Gordon,** freight sales manager, Buffalo, N.Y. (sales manager, PRR); **Warren H. White,** New England sales manager, Boston (New England freight sales manager, NYC); **John W. Ringwood,** freight sales manager, New York (same position, NYC); **Thomas K. Turner,** freight sales manager, New York (same position, PRR); **Leo J. Moran,** sales manager, New York (same position, PRR); **Phillip C. Yeager,** TrucTrain sales manager, New York (district sales manager, PRR, Milwaukee).

Division sales managers named (all former division freight sales managers, NYC, same locations): **John B. O'Connor,** Buffalo; **Julian W. Greve,** Rochester; **Richard C. Cohea,** Syracuse, and **Laurence A. McCabe,** Albany. **R. Cecil Moran** named sales manager—Central Canada, Toronto (Ontario sales manager, PRR). **John J. Coursen** continues as district sales manager, Watertown, N.Y.

HAWKER SIDDELEY CANADA APPOINTMENTS

L. G. MAIN

R. S. WILSON

F. W. HORE

Mr. J. G. Mitchell, Vice-President, announces the following marketing appointments within the Railway Equipment and Canadian Steel Foundries Divisions of Hawker Siddeley Canada Ltd.:

Mr. L. G. Main is appointed Director of Marketing for both Divisions, and in addition, assumes responsibility for export sales of a special nature emanating from the fabricating facilities of Hawker Siddeley Canada Ltd. The sales, service and contract management of all railway passenger and rapid transit equipment will also come within his jurisdiction.

Mr. R. S. Wilson is appointed General Sales Manager, Railway Equipment Products, with responsibility for the marketing of all railway products of the two Divisions. Further, he will assist in the marketing of railway passenger and rapid transit equipment.

Mr. F. W. Hore becomes General Sales Manager, Industrial Products. In his new position, Mr. Hore will be responsible for the marketing requirements of industrial products for both Divisions.

HAWKER SIDDELEY CANADA APPOINTMENT

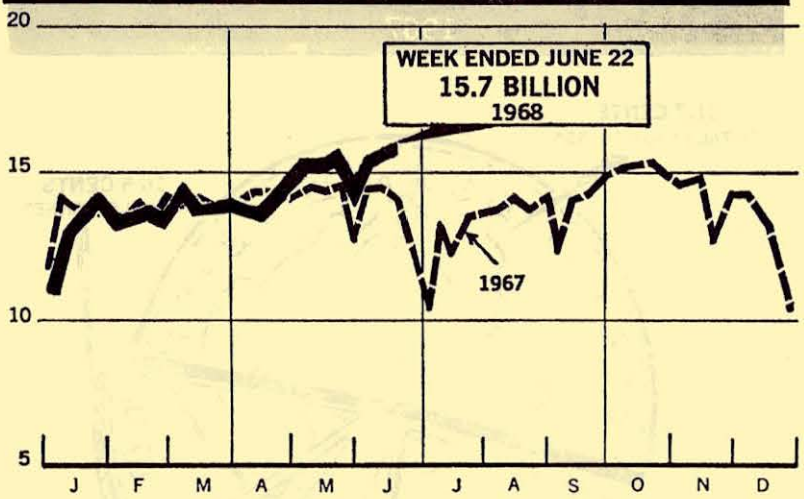
M. MURZYNSKI

Mr. J. G. Mitchell, Vice-President, announces the appointment of Mr. M. Murzynski as Director, Product Development and Special Projects, for Railway Equipment and Canadian Steel Foundries Divisions of Hawker Siddeley Canada Ltd.

Effective immediately, Mr. Murzynski will assume responsibility for the product development requirements of both Divisions. In addition, he will be responsible for product development requirements associated with the manufacture of Hawker Siddeley's railway passenger and rapid transit cars.

RAIL FREIGHT TRAFFIC TRENDS

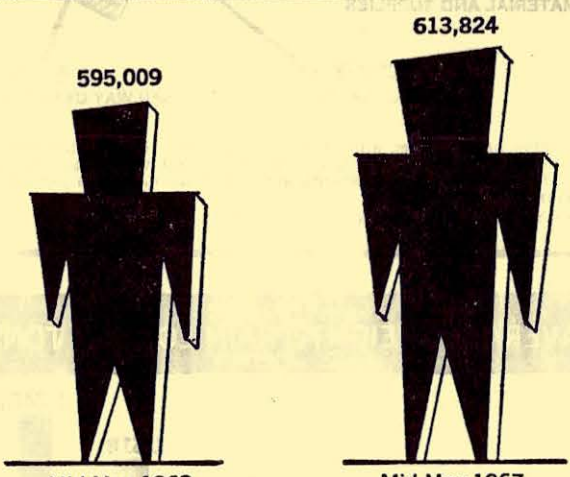
BILLION TON-MILES (Estimated)



Source: Association of American Railroads

RAILROAD EMPLOYMENT

(CLASS I LINE-HAUL RAILROADS)

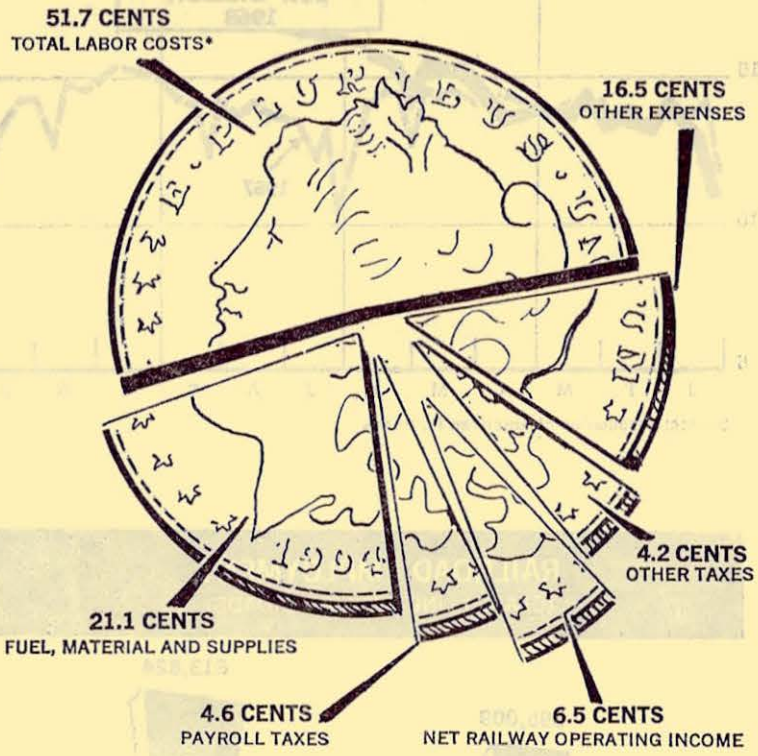


Source: Bureau of Accounts, ICC.

Current statistics

Carloadings, revenue freight	
24 wks., 1968	12,853,099
24 wks., 1967	12,931,458
New freight cars on order	
May 1, 1968	20,364
May 1, 1967	34,960
New freight cars delivered	
4 mos., 1968	21,953
4 mos., 1967	32,785
Serviceable cars	
May 1, 1968	1,398,772
May 1, 1967	1,422,886

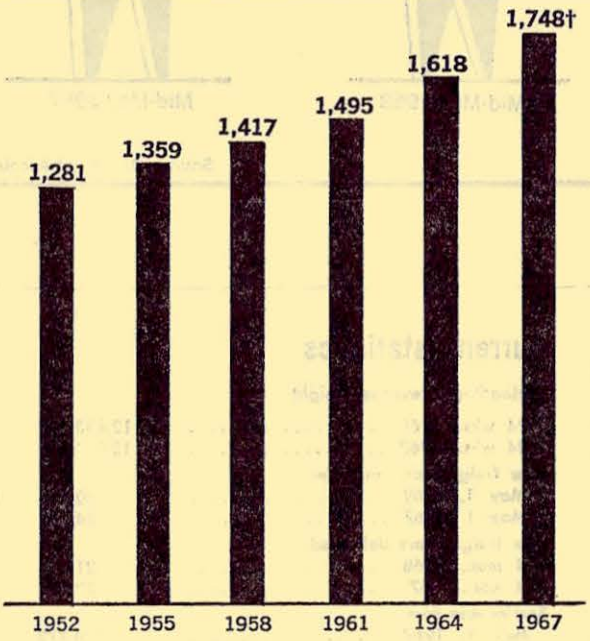
DISTRIBUTION OF RAILROAD REVENUE DOLLAR 1967



*Includes payroll taxes and health and welfare benefits, but excludes wages charged to investment accounts. Total wages, payroll taxes and health and welfare benefits amounted to 54.1 cents per revenue dollar in 1967.

Source: Economics and Finance Dept., AAR.

AVERAGE FREIGHT TRAIN LOAD IN TONS*



*Figures represent net ton-miles per freight train-mile, including light trains which are no longer reported separately.

†An all-time high.

Source: Economics and Finance Dept., AAR.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended June 29 were not available when this issue went to press. Loadings for the week ended June 22 totaled 598,149 cars. This was an increase of 7,269 cars, or 1.2%, compared with the previous week; an increase of 32,720 cars, or 5.8%, compared with the corresponding week last year; and a decrease of 18,299 cars, or 3.0%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended June 22 are estimated at 15.7 billion, an increase of 10.5% above the corresponding week of 1967, and 2.7% above the 1966 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, June 22

District	1968	1967	1966
Eastern, including Allegheny & Pocahontas ..	239,284	227,523	245,395
Southern	124,220	113,309	114,768
Total Eastern and Southern	363,504	340,832	360,163
Northwestern ..	79,092	80,287	93,512
Central Western	112,628	106,171	120,325
Southwestern ..	42,925	38,139	42,448
Total Western Districts	234,645	224,597	256,285
Total All Roads	598,149	565,429	616,448
Commodities:			
Grain and Grain Products	46,332	43,411	60,154
Livestock	829	1,127	1,199
Coal	112,733	117,457	120,375
Coke	8,548	7,430	8,413
Forest Products..	42,357	38,068	41,945
Ore	54,086	54,046	59,134
Merchandise l.c.l.	3,873	4,848	6,418
Miscellaneous ..	329,391	299,048	318,810
June 22	598,149	565,429	616,448
June 15	590,880	570,783	625,313
June 8	585,114	577,225	621,155
June 1	528,028	508,845	547,685
May 25	589,217	573,428	611,744
Cumulative total, 25 weeks ...	13,451,248	13,496,887	14,063,928
Estimated revenue ton-miles (billions) 25 weeks ..	361.7	348.4	354.1

PIGGYBACK CARLOADINGS

U.S. piggyback loadings continued at a record pace, hitting an all-time high for the week ended June 22. Loadings totaled 28,071 cars, carrying 45,412 trailers, compared with 24,005 cars, carrying 39,388 trailers, in the corresponding 1967 week. Loadings for 1968 up to June 22 totaled 625,574 cars, carrying 1,012,108 trailers, compared with 561,751 cars, carrying 924,207 trailers, in the corresponding period of 1967.

IN CANADA

Carloadings for the seven-day period ended June 7 totaled 78,577 cars, compared with 123,278 for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada		
June 7, 1968	78,577	25,319
June 7, 1967	79,998	25,085
Cumulative Totals		
June 7, 1968	1,591,590	550,994
June 7, 1967	1,622,165	567,112

FREIGHT TRAIN CARS

• *Canadian Pacific.*—Is conducting a box car conversion program to stretch 250 of its 40-ft box cars into 50-ft units with 16-ft side door openings. The $1.8-million project, first of its kind undertaken by the railroad, is aimed at satisfying the requirements of shippers who prefer the longer cars. The present volume of each 40-ft car (3,900 cubic feet) will be increased to 4,860 cubic feet. Work will be done at CP's Weston Shops in Winnipeg, and will be completed late this year.

• *Great Northern.*—Ordered 300, 100-ton, 4,650 cubic foot capacity Center Flow covered hopper cars from ACF for delivery beginning in July. Cost of the order $4 million-plus. Cars will be equipped with continuous loading hatches and three gravity discharge outlets.

• *Greenville Steel Car.*—Will build 482 86-ft auto-parts cars for five railroads. Missouri Pacific will get 157 cars; Detroit, Toledo & Ironton, 150; Southern, 84; Louisville & Nashville, 53; and Penn Central, 38. All cars wil lbe equipped with 100-ton trucks. Southern cars will have 20-in. sliding-sill cushioning units; all other cars will have end-of-car cushioning devices. Greenville will build the 482 cars over the next four to five months.

• *Southern.*—Ordered 500 50½-ft all-steel stake box cars at a cost of $6.9 million from Pullman-Standard. Deliveries will begin in August.

• *Thrall Car.*—Will build approximately 400 86-foot auto-parts box cars on orders from an unspecified number of roads which will exceed $11 million in total value. Cars will be equipped with end-of-car cushioning. Production schedules call for fabrication of the high-cube cars over the next 90 days.

• *Trailer Train.*— Ordered 48 89-ft, flush-deck saddleback cars from Bethlehem, bringing to 3,070 the number of new cars ordered by TTX since Jan. 1. As of June 25, TTX had 46,144 cars in service or on order.

LOCOMOTIVES

• *Spokane, Portland & Seattle.*—Ordered six diesel-electric locomotives from Alco at a cost of $1.5 million. The order is for four 3,600-hp Century 636 units and two Century 415 1,500-hp locomotives. Delivery is scheduled for September.

NEW FACILITIES

• *Rio Grande.*—Ordered radio and interface equipment for 17 base stations from the Signal & Communications Division of WABCO. The equipment will be installed between Denver and Salt Lake City, over both the Royal Gorge and the Moffat Tunnel routes.

YOU OUGHT TO KNOW

Bob Coultas heads RPI's passenger panel

One of the most aggressive groups in the Railway Progress Institute is the Passenger Traffic Committee—and one of the most aggressive passenger promoters in the industry has now been named to head this committee. He is Robert M. Coultas, manager-transportation systems development for General Electric in Washington, D.C. Coultas, widely regarded as one of the best-informed and most effective of all men working on behalf of transportation interests in Washington, succeeds Richard L. Lich, vice president—engineering and research, of General Steel Industries. Lich headed the Passenger Traffic Committee for seven years, and it was under his leadership that the committee attained its present stature in the industry.

Joe Hays, AWR general counsel, dies suddenly

Joseph H. Hays, 69, general counsel of the Association of Western Railways since 1934, died suddenly June 30 at his home in Kenilworth, near Chicago. Over the years, Hays became perhaps the industry's most ardent champion of grade-crossing safety programs. Ironically, just three days before his death he was in St. Louis addressing the AAR Safety Section's annual meeting and pointing to substantial improvements in the crossing-safety record. In 1967, Hays noted, there was an 8.7% reduction in fatalities caused by train/motor vehicle collisions, and first figures for '68 indicate that motorists are more than ever taking to heart the stop-look-and-listen warning. Hays recently was named by President Johnson to the National Highway Safety Advisory Committee, which advises Secretary of Transportation Alan S. Boyd on highway safety matters.

Among PR men, the "dean" heads for retirement

Thirty - one years ago, a young newspaper-man packed his gear and moved down the street from the St. Paul Dispatch and Pioneer Press to the Great Northern—and thus began the railroad career of one of the best-known of railroad public relations men, Charles W. "Dinty" Moore. Already a veteran of 15 years on Des Moines and St. Paul papers when he joined GN, Moore started as a publicity assistant, became advertising manager in 1942 and moved up in 1944 to executive assistant-public relations and advertising — the spot from which he stepped off into retirement July 1. His successor is Franklin F. Perrin, son of former Northern Pacific PR Director Lon Perrin and himself a veteran of 22 years in GN's public relations and advertising department.

Auto-hauling planes on the horizon?

Lockheed's giant C-5A military transport was successfully test flown in Georgia last week—and the Pentagon wasn't the only interested observer. Detroit auto-makers are reportedly interested in the plane, which—it is claimed—could haul up to 70 automobiles in a commercial modification. Detroit has also shown interest in the Boeing 747, which could carry some 30 autos.

CP television commercials win awards

A TV commercial featuring a butcher at work inside a Canadian Pacific refrigerator car as it rolled across Canada (see photo) won a top award at the recent American Television Commercials Festival in New York. Another 60-second color TV spot promoting CP's air services won a "Clio"—the ad industry's equivalent of the film industry's "Oscar."

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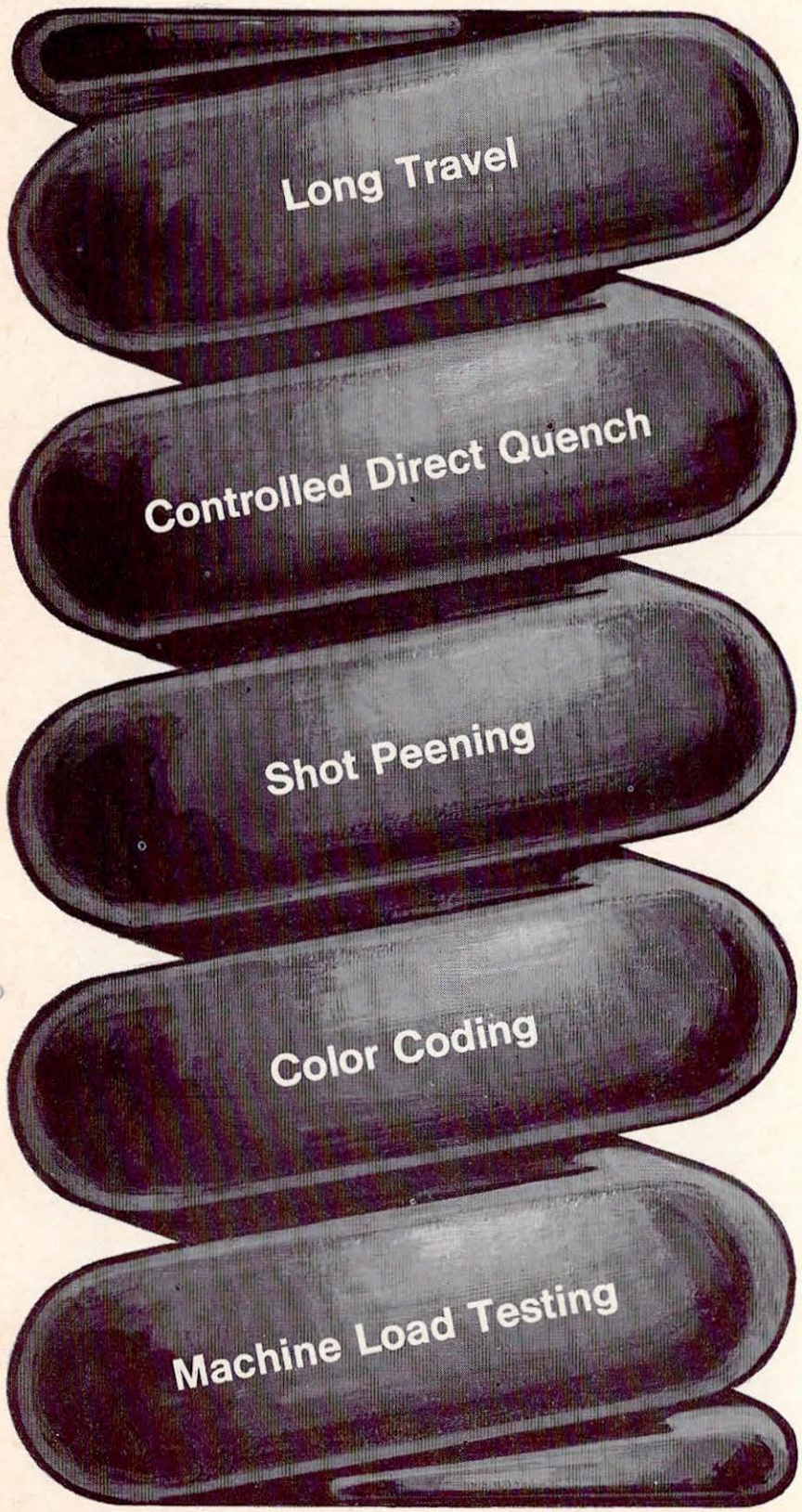

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Advertisers' Index

Abex Corporation 14
Aeroquip Corporation, Barco Division 37
American Steel Foundries, Inc. 45
Bethlehem Steel Corp. 3
Broderick & Bascom Rope Co. ..... BC
Coach & Car 33
Dalmo Victor Company 36
Dorsey Trailers, Inc. 28
Edgewater Corporation 9
Edwards, O. M. 26
FreightMaster, Division of Halliburton Services 10
General Railway Signal Co. 13
Gustin-Bacon Div., Certain-Teed Products Corp. 34-35
Hawker Siddeley Canada Ltd. 40
International Nickel Company, Inc., The 27
Kerite Company, The ..... IBC
Lenkurt Electric Company 25
Miner, Inc., W. H. 6
Railway Educational Bureau, The 38
Ramco, A Subsidiary of Nationwide Industries, Inc. 46
Realco 4
Speno Railroad Ballast Cleaning Co., Inc. 38
Sperry Rail Service, A Division of Automation Industries, Inc. ..... IFC
Stanray Corporation 39
Timken Roller Bearing Company—RR Div., The 30-31

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VIEWPOINT

DOT's role: Railroad critic or advocate?

When Federal Railroad Administrator A. Scheffer Lang steps to the podium—and he does it frequently, these days—there is a perceptible audience reaction. Anybody who is dozing gets a nudge from his neighbor. Everybody seems to be leaning forward just a bit, intent on catching what the administrator has to say *this* time around.

Audiences are seldom disappointed. No pitcher of platitudes, this federal railroad administrator has both the ability and the inclination to be provocative. He also seems to defy classification—and like as not the fellow who mutters "Damn right" to one Lang comment is the same fellow who is saying, "Hey, now, wait a minute" just a few sentences farther on.

There are those who argue that the top man at the FRA, in the Department of Transportation scheme of things, is supposed to be a promoter of the railroad industry—an advocate, as it were, in the house of government. This means, so the argument goes, that the administrator should not be calling railroad transportation a "lousy product" in terms of its reliability, as he did at the '68 meeting of the American Association of Railroad Superintendents.

There are others who say, with equal vehemence, that the present administrator is in fact an advocate—that his real thesis can be summed up in an oft-repeated point: "We in government have a mandate to worry about the ability of transportation to meet the needs of the country in the future. And we are convinced that railroads have an indispensable role in that future." Lang, so this opinion holds, is a critic because thought-provoking critics are needed—and because he refuses to go leapfrogging blissfully into a golden future without taking full account of the problems facing rail transportation today.

If there is a middleground, it might be found in the observation of a veteran operating officer who had just heard Lang plead for greater precision in rail operations, for adoption of industry-wide terminal and over-the-road car-control systems, and for redesign of the freight-car vehicle itself. "I agree with him," this operating man said. "But does government's interest end with telling us what we ought to be doing? How are we going to find the money? Is government interested in providing incentives of any sort? Is government ready to promote rail transportation as it has been promoting air or highway or water transportation? How about some answers?"

"OURS IS A JOINT RESPONSIBILITY"

The questions are valid. Given the apparent commitment of FRA, there may be answers. It is, hopefully, not an idle statement when Lang says that "ours is a joint responsibility to make railroad transportation work for the American people, and work in the way it can work." It is, hopefully, meaningful when he says that "the time has come for all of us to begin thinking in earnest and planning for the future."

It is going to take combined effort from diverse-interest parties—management, labor, government, to name just three—if railroad transportation is to live up to Shef Lang's dream. If, somehow, his contribution can help bring about cohesive movement for change and betterment, it will be a mighty contribution, indeed.

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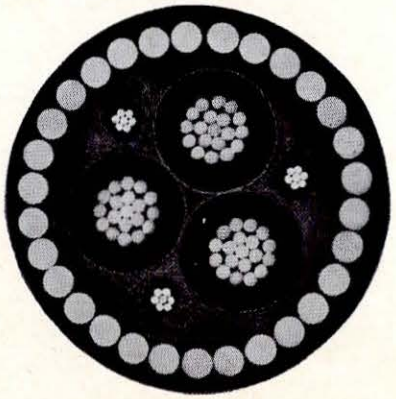

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